The Bombay Gazette.

No. 7,041.—New Series. BOMBAY :—FRIDAY, SEPTEMBER 1, 1871. Annual Subscription in Advance ..Rupees Fifty-two.

209

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance, delivered in Town .....Rs. 52 0
" including postage..... " 72 0
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—
First insertion .....Rs. 5 0
Second do ..... " 2 8
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Fourth and succeeding insertions ... " 0 2½ As.

For line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
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Third and succeeding..... 2½ " "
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ABYSSINIA, 1,129 Tons, 200 H.P., Commander A. Gray, will be despatched on TUESDAY, the 12th Sept. 1871, at noon.

	Sep.		Sep.
Leave BOMBAY	12	Leave Colombo	21
" Carwar	14	" Galle	22
" Mangalore	15	" Negapatam	25
" Cannanore	16	" Pondicherry	26
" Tellicherry	16	" Madras	28
" Calicut	17	" Cocanada	30
" Beypore	17	" Visagapatam	Oct. 1
" Cochin	18	" Bimlipatam	1
" Alleppy	19	" Gopaulpore	2
" Tuticorin	20	" False Point	3
		Arrive CALCUTTA	4

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut for Beypore and proceed from thence by rail. Passengers for Calcutta can take the same route picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship CASHMERE, 1,028 Tons, 200 H.P., Commander J. Ayers, will be despatched on SATURDAY, the 2nd September 1871, at noon.

	Sep.		Sep.
Leave BOMBAY	2	Leave BUSSORAH	22
" Kurrachee	6	" Fao	22
" Guadur	7	" Bushire	23
" Muscat	9	" Linga	26
" Bunder Abbas	11	" Bunder Abbas	27
" Linga	13	" Muscat	29
			Oct.
" Bushire	15	" Guadur	1
" Fao	17	" Kurrachee	4
Arrive BUSSORAH	19	Arrive BOMBAY	7

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every SATURDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Corrie, will be despatched on SATURDAY, the 9th September 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LONDON VIA HAVRE.

(To leave about 25th Proximo.)

The Steam Ship ADA, 795 registered tons, Captain TATCHELL, will be despatched as above. This Vessel is well-known in the China trade, has very superior accommodation for a limited number of First-class Passengers.

RATES OF PASSAGE ARE,

To Suez	£30,
To Havre	£45,
To London	£50,

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For particulars as to Rates of Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 29th August 1871.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Landing Wines. Without Food.
Suez	22	15	8	
Port Said	38	24	9	
Alexandria	39	25	9-10	
Messina	45	32	12	
Naples	47	33	13	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles; transhipment at Genoa	52	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—
ARABIA, on FRIDAY, 1st SEPTEMBER, 1871.
PERSIA, on SUNDAY, 1st OCTOBER, 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 1st August 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.

THE Company intends to despatch a Steamer from TRIESTE to BOMBAY in September, which will leave Bombay on the return voyage about 10 days after arrival here. These Steamers have limited accommodation for a small number of Passengers. The rates for Cabin Passengers include food and table wine transit through Egypt, and free conveyance of 3 cwt. luggage. For Baggage in excess £4 per Ton is charged.

PASSENGER RATES FROM BOMBAY :

	Cabin.	Deck with Food.
To Aden	£16	£ 7-13
To Suez	£28	£13- 7
To Port Said	£30	£14- 6
To Trieste	£40	£19- 0

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England and the Continent generally.

THERE is also a weekly service by MAIL STEAMERS between Alexandria and Trieste, and vice versa, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have each an experienced Surgeon on board. At Trieste the travelling to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers from Alexandria to Southampton, at a charge of 10s. per cwt., for the regulated allowance of 3 cwt., and of 20s. per cwt. for excess weight, (both exclusive of transit through Egypt), to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned grants also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE.

First Class.....£13 | Second Class £9

Children under 10 years at Half Fare ; under 2 years, Free.

REDUCED FARES FOR FAMILIES, consisting of not less than 3 adult members travelling together :—First Class, £10-16 per head ; Second Class, £7-10 per head.

Personal Baggage allowed Free : 1st Class 200 lbs., 2nd Class 150 lbs., overweight 10s. per 100 lbs.

Railway tickets, from SUEZ, to ALEXANDRIA, with all the privileges of passengers by the P. & O. Co :—First Class, £3 ; Second Class, £2. Children over 3 and under 10 years at Half Fare. Free Baggage 1st Class 3 cwt., 2nd Class 200 lbs., overweight 7s. per cwt.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co., and the Bombay and Bengal Steam Ship Co., and via Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

TRANSHIPMENT SERVICE AT PORT SAID.

GOODS for Trieste, Venice, Odessa, and Ports on the Syrian, Turkish and Greek Coasts, shipped by Steamers under any Flag whatever from Japanese, Chinese and Indian Ports bound to Mediterranean or British Ports, via Suez Canal, are received and transhipped by the Austrian Lloyd's Agent at Port Said, and forwarded to their destination by the Company's regular lines of Steamers.

For further particulars, and for freight and passage apply to the Agency of the Austrian Lloyd's Steam Navigation Company,

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 1st August 1871.

SHIPPING.

OVERLAND ROUTE.

On Tuesday, the 5th September, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. GOLCONDA, (1,969 tons, and 450 H.P.) Captain A. Coleman, will LEAVE for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows :—
To BRINDISI ..... First Class Rs. 600 Second Class Rs. 300
To SOUTHAMPTON. " " 650 " " 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free ; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. TRAVANCORE, (1,909 tons, and 400 H.P.), Captain C. H. Eastley, will be despatched for the above Ports on WEDNESDAY, the 13th Sept., leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 12th instant.

G. F. HENRY, Superintendent.

STEAM TO ADEN, SUEZ, AND THE WESTERN PORTS OF ITALY,

(VIA THE SUEZ CANAL).

NOTICE.—The s.s. ARABIA will SAIL as above, on FRIDAY, the 1st September 1871, precisely at 9 A.M. Passengers are requested to be on board by 8 A.M.

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Co.

Bombay, 30th August 1871.

LIVERPOOL VIA SUEZ CANAL.

MESSRS. THOMAS WILSON SONS & Co.'s splendid new Steamer WALAMO, 1,800 tons, will be DESPATCHED about 10TH PROXIMO. She has excellent accommodation for a large number of first-class Passengers, and can also take a few in the Second Cabin. She carries an experienced Doctor and Stewardess.

The rates of Passage are as follows :—

1st Class to Suez £30
to Liverpool..... 50
2nd Class " 30

exclusive of Wines and Liquors, which, however, can be had on board.

This Steamer is sister-ship to the VIRAGO, which left for Liverpool in May last.—Apply to

WALLACE & Co.

15th August 1871.

N.B.—Forms of Bills of Lading can be had on application.

NOTICE to OVERLAND PASSENGERS. —Half Pints of CHAMPAGNE at Rs. 10, 13, and 16 per dozen. All Dry.

PAYNE & Co.,
ELPHINSTONE CIRCLE, BOMBAY,
Immediately Opposite the Custom House.

SALES BY AUCTION.

MEHRJEE, JOHNSTON AND COMPANY, No. 25, Apollo Street.

AUCTION SALE of Landed Property situated at 1st Carpenter Street, New Town.

TO-MORROW SATURDAY, the 2nd day of September 1871, at 4 P.M , Messrs. MEHRJEE, JOHNSTON and Co. will submit to sale by Public Auction, on the premises, by order of the Mortgagee, and on account and at the risk of the Mortgagors, Luxmee, the widow of Sudasew Cullianjee, Hurrychund Sudasewjee, son, and Anundee, widow of Gunput Sudasewjee, legal representatives of Sudasew Cullianjee, the whole of their right, title and interest in the following landed property, viz. :—

All that piece or parcel of land on Government ground with the messuage, tenement or dwelling-house built and standing thereon, situate at 1st Carpenter Street, without the Fort, in New Town, bounded as follows :—That is to say on the east by public road ; on the west by compound and house of Khawa Pandu ; on the north by the house of Ramjee Gungajee ; and on south by the house of Manock Mudunjee ; containing by admeasurement about 116 6-9 square yards, be the same a little more or less ; registered in the books of the Collector of Land Revenue under No. 1,727, and by the Collector of Assessment under No. 30.

For all further particulars and conditions of sale apply to the undersigned.

Bombay, 1st September 1871. MEHRJEE, JOHNSTON & Co.

CRAWFORD AND COMPANY, 3, MARINE STREET.

SALE OF SOUND WINES.

On MONDAY, the 4th instant, at 2 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at their Rooms, the undermentioned Wines on account of the late Franco-Indian Company :—

120 Cases, 2 dozen Pints each, Imperial Champagne.			
30	do	1 do Qts.	do do do
49	do	do	Pauillac Claret
35	do	do	St Julien do
20	do	do	Haut Canon Claret
10	do	do	La Conseillante do
28	do	do	Fignon Brandy
10	do	do old	do do
1	do	do	Liqueur Cassis.

25 per cent deposit will be required at the time of sale.

CRAWFORD & Co.

Bombay, 1st September 1871.

Now Ready,

CATALOGUE OF BOOKS for Sale by the Undersigned.

THACKER, VINING, & Co.

MESSRS. M. B. COHEN & Co.,

SHIPPING, FORWARDING AND GENERAL COMMISSION AGENTS,

are prepared to execute all orders for OILMAN'S STORES, WINES, etc., etc.

Also RAILS, MACHINERY, and all kinds of CONTRACTOR'S TOOLS and MATERIALS.

PRICE LIST ON APPLICATION.

Apollo House. M. B. COHEN & Co.

PESTONJEE EDULJEE SHROFF.

LIVERY STABLES,

Calbadevee Road, next door Jamsetjee, Noorbhai and Co., and the Branch Post Office.

P. E. S. lets out on hire good Palanquin Shigrams, Phaetons, Carriages, Buggies, and Broughams, with either one horse or a pair. Charges moderate.

ROWLAND AND Co.,

SADDLERY AND HARNESS ESTABLISHMENT, 19 MEDOW STREET AND RAMPART ROW, FORT, BOMBAY.

(Next Door to Jaffer Sulliman's Bazaar).

Every description of SADDLES, BRIDLES, HARNESS and WHIPS always on hand.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

SADDLERY, HARNESS, WHIPS, &c.

ROWLAND and Co. beg respectfully to inform their Constituents and the Public in general that they have just received from England per s. s. SURAT a fresh and well selected assortment of SADDLERY and HARNESS ; Pitches ; Weymouth, Pelham, Snaffle and Racing Bridles ; Watering Bridles with Stops ; Flat, Round and Hunting Martingales ; Kersey and Prince's Check Horse Clothing ; Kersey Knee Caps ; Fawn striped Quarter Rugs ; Railway Rugs ; Chain Barnsbury ; Horse Brushes, Curry Combs, and all other necessaries required in Stables. Also, Silver Plated and Ivory-handle Driving and Four-in-hand Whips ; American and Gut Driving Whips ; Postilion and Hansom Cab Whips ; Ladies' and Gents' fancy Riding and Hunting Whips ; Carriage Mats of various Colours ; Green hide plaited Girths of superior make and finish ; Military and Stable Head Collars ; Ladies' and Gents' best Japanned, solid and plain, Leather Portmanteaux ; Double Expanding Leather Hand Trunks, Letter and Bill Bags, with locks and duplicate keys ; a choice selection of Enamalled and Brown Leather Leggings ; and a large stock of other articles too numerous to mention.

19, Meadow Street, 29th August 1871.

RUSSELL AND CO., BOOT AND SHOE MAKERS, EAST STREET, POONA, AND 24, MEDOW STREET, BOMBAY.

PRICE LIST and DIRECTIONS for SELF-MEASUREMENT forwarded FREE on application.

G. NICOLL & CO., BOOT AND SHOE MAKERS, 30, MEDOW STREET, BOMBAY, AND EAST STREET, POONA,

HAVE on hand a large and varied assortment of Ladies', Gentlemen's, and Children's Boots and Shoes, suitable for Monsoon wear.

Orders from Outstations carefully attended to.

BYCULLA (LATE BOMBAY) HOTEL, (BY JEEVUNJEE AND Co.,)

JUNCTION OF BELLASIS AND CLARE ROAD, BYCULLA.

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and two fine Billiard Tables.

Hot and Cold Baths always ready.

JEEVUNJEE & Co.

NEW ADVERTISEMENTS.

FOR LONDON.

(To sail about the 8th September.)

THE First-class Iron Ship WHITTINGTON, Captain Purdy, has superior accommodation for Passengers. For particulars apply to

LAWRENCE & Co., Agents.

BOMBAY, BARODA, & CENTRAL INDIA RAILWAY.

PASSENGERS, HORSES, CARRIAGES, CATTLE and GOODS are now being conveyed DAILY between BOMBAY and AHMEDABAD without change of Vehicles, and at the Ordinary Rates.

The Passenger Trains run in accordance with the Time Table issued June 5th, and which is exhibited at all Stations.

J. R. DUXBURY,
Traffic Manager.

Camp Mehmoodabad, 31st August 1871.

NOTICE.—From and after the 1st SEPTEMBER, 1871, the AGRA BANK, Limited, will CEASE to allow BROKERAGE on SALES of its BILLS.

By order of the Directors,
H. K. GREGORY,
Officiating Manager, Bombay Branch.

31st August 1871.

THE FRAMJEE COWASJEE PATENT PRESS COMPANY.—NOTICE.—TENDERS will be received up to 12th instant for SUPPLYING the above Company with SUNDRY ARTICLES, such as TALLOW, PAINT, NAILS, RIVETTS BAMBOOS, BASKETS, OIL, HIDES, &c., &c.

For further particulars apply to the Undersigned, who does not bind himself to accept the lowest or any Tender.

W. M. TENNENT, Manager,
Apollo Street, No. 23.

Bombay, 1st September 1871.

AGRA BANK (Limited).

RATES OF EXCHANGE.

At six months' sight on Messrs. Glyn, Mills, Currie & Co., or the National Bank of Scotland..... 1s. 11⅛d. per Rupee.
At three months' sight..... 1s. 10 15/16d. "
On Head Office, on demand, for sums of £500 and upwards ..... 1s. 10⅞d. "
For smaller sums..... 1s. 10 11/16d. "

H. K. GREGORY, Acting Manager.

Bombay, 1st September 1871.

NOTICE.—TENDERS to be DELIVERED on MONDAY, the 11th September 1871, are INVITED for WOODEN SPIRAL STAIRCASES and ROOF VENTILATORS for the New Secretariat.

Forms of Tender and further information may be obtained at the Office of the Architectural Executive Engineer and Surveyor.

J. HART, C.E.,
Acting Archl. Ex. Engr. and Surveyor.

New Secretariat Building, Bombay, 1st Sept. 1871.

NOTICE.—With reference to an article in the *China Overland Mail* of August 4, we hereby give NOTICE that save that HASSAM MAHOMED was employed as an ORDINARY CLERK in our FIRM at HONGKONG up to the month of May last, neither our Firm in Bombay or hina has or ever had any connection whatever, in business or otherwise, with ABDOOLA MOOSSA NOORMAHOMED CAMISSA and HASSAM MAHOMED, referred to in the said article, or either of them, and that our FIRM and the FIRM of FAZEL MAHOMED ESSA & Co. are distinct and separate Firms, composed of entirely different persons as Partners thereto.

HASSEMBHOY GOOLAMHOOSEN & Co.

Bombay, 31st August 1871.

SUN FIRE OFFICE. Established 1710.

POLICIES opened on WAREHOUSES and SHOPS, MERCHANDISE, DWELLINGS, HOUSEHOLD FURNITURE, and other insurable property, in Bombay and the Mofussil, at current rates, by

PEEL, CASSELS, & Co., Agents.

HOMEWARD PASSENGERS VIA BOMBAY.

PASSAGES to SUEZ and EUROPE engaged and BAGGAGE Received and Shipped.

PAY and FUND ALLOWANCES realized.

CIRCULAR NOTES issued payable in EGYPT and throughout EUROPE.

BANK of ENGLAND NOTES, SOVEREIGNS and NAPOLEONS supplied.

BILLS GRANTED on MESSRS. GRINDLAY AND CO., LONDON, at the EXCHANGE of the DAY.

APPROVED DRAFTS on CALCUTTA and MADRAS, on demand, and GOVERNMENT CURRENCY NOTES of any Circle of Payment received at par.

GRINDLAY, GROOM, AND CO., BOMBAY.

Correspondents.

GRINDLAY & Co., London. GRINDLAY & Co., Calcutta.

FOR SALE, at the Godowns of the Undersigned, at No 3, Church Lane,—

J Cockburn & Campbell's SHERRY	Rs. 25	per Dozen.
Carbonell's do	 30	"
J Sandback & Sons' do	 24	"
Waudope, Moodie, & Hope's do	 24	"
M P Guimaraen's do	 20	"
Do Old Pale Dry do	old 28	"
Beutelleau & Co.'s 3 Daggers BRANDY	... 16	"

EWART, LATHAM, & Co.

Now Ready,

THE INDIAN TRAVELLERS' GUIDE FOR SEPTEMBER.

PRICE—EIGHT ANNAS.

CONTAINING, besides the other usual information, the latest alterations on the several lines of railway and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst travellers, by rail and otherwise, is a most effective medium for advertisements.

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Scale of Fares for Palanquins.
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May be had at the Bombay Railway Termini, and of the following

Agents—

Bombay and Poona :—Messrs. Chesson and Woodhall.
Bombay :—Messrs. Thacker, Vining & Co.
Poona :—Messrs. Treacher & Co., and Railway Bookstall.
Alexandria :—Messrs. D. Robertson and Co.
London :—Mr. G. Street, 30 Cornhill.

BYCULLA IRON WORKS.

Having become the Proprietors of these Works, we are prepared to undertake the execution of all description of IRON WORKS, CASTINGS, &c.

Estimates will be given, on application to Mr. Ed. ROBSON, on the premises, or by letter to our Offices, in Elphinstone Circle. W. NICOL & Co.

GOLD AND SILVER MEDALS AT THE BROACH AND AKOLA EXHIBITIONS 1868.

GOLD KEYLESS HUNTERS and SEMI-HUNTERS, Plain or Engine-turned Cases. Rs. 225.

FAVRE, LEUBA, & Co.

LADY'S small GOLD HUNTERS, Enamelled and Jewelled Cases. Rs. 150.

FAVRE, LEUBA, & Co.

SILVER KEYLESS HUNTERS, 1st quality. Patent Lever, extra finished. Rs. 100.

FAVRE, LEUBA, & Co.

SILVER HUNTERS, Patent Lever, 3/4 plate, in strong good Silver Cases, Engine-turned, very serviceable, warranted for two years. Rs. 50.

The same Watch, Keyless. Rs. 70.

FAVRE, LEUBA, & Co.

OFFICE CLOCKS, Patent Lever, Octagon or Round, imitation Walnut, 8-days, with Bell. Rs. 25.

FAVRE, LEUBA & Co.

NOTICES.

NOTICE OF REMOVAL.

MESSRS. BADHAM AND CO.

Beg to inform their Constituents that they have REMOVED to their BUSINESS to

22, RAMPART ROW, BOMBAY,

NEXT DOOR TO THE POST OFFICE.

MESSRS. BADHAM AND CO.,

BY APPOINTMENT

TO HIS EXCELLENCY THE VICEROY AND THE GOVERNOR GENERAL OF INDIA,

Will continue to SELL at the following LOW RATES to insure a speedy Sale.

		Rs. a.
HOSIERY	Fine Brown Cotton Half Hose, per doz	10 0
	Fine Mixed Colours	11 0
	Fine Fancy Stripes	14 0
	Fine Super Colours	16 0
HOSIERY	Fine Merino Half Hose, per doz	16 0
	Fine Super Merino	16 0
	Knickerbockers, Ribbed, per pair	4 0
HOSIERY	Fine Merino Under-vests, ½ dozen for	20 0
	Fine Super India Gauze	26 0
SHIRTS	Badham's India Cloth, six for	36 0
	Badham's Silk and Wool, six for	50 0
	Badham's Pure All Wool, six for	548 0
	Badham's French Cambric, six for	27 8
	Badham's White Zephyr Shirts, six for	30 0
COLLARS	Shakespeare, per doz	6 8
	Dux, per doz	6 8
	West End, per doz	6 8
	Pall Mall, per doz	6 8
SLEEPING SUITS	Badham's Oxford Cloth	11 0
	Badham's Pure All Wool	18 0
	Badham's Silk and Wool	18 0
	Badham's Spun Silk	22 0
OVERLAND SUITS	Badham's Blue Serge Suits	30 0
	Badham's Overland Suit	20 0
	Badham's Travelling Suit	20 0
HATS	Lincoln and Bennett's Black Velvet Hats	14 0
	Lincoln and Bennett's Drab Shell	10 0
	Ellwood's Drab Shell	5 0
	Black Felt Isis	6 8
	Black Felt Worthing	6 8
	Black Felt Derby	6 8
	Black Felt Cantab	6 8
	Drab Felt Cantab	6 8
HELMETS	Regulation White Helmets, with brass Chin Straps	18 0
	White Helmets, for Civilians	16 8
	White Hunting Hats, Badham's	14 0
BRACES	Best Indiarubber	2 0
	Best Clarence	2 0
	Best Cantab	2 0
SCARFS	Duke of Edinburgh	2 12
	The Campbell Bow	1
	The Windsor's	2 8
	The Romal "Satin"	2 12
TIES	Black Eglinton	1 8
	Black Tom Thumb	1 4
	Coloured Eglinton	1 8
	Coloured Tom Thumb	1 4
	White Dress Tics	0 8
HANDKERCHIEFS	Fine White Cambric, Hemmed, per doz	5 0
	Fine White Cambric, Hemmed, Colored Borders	5 0
	Fine Irish Cambric	10 0
HOUSEHOLD LINEN	Damask Linen Table Cloths, Damask Napkins, Sheeting (Double and Single.)	
JEWELLERY	Gold Links, Solitaires, Shirt Studs, Pins, &c.	
TRUNKS, &c.	Overland Trunks, Portmanteaus, Courier Bags, Rugs, Straps, Bags, &c.	

BADHAM AND CO.

NOTICE.—The INTEREST of Mr. H. R. HUGHES, late Partner in this Firm, CEASED on the 1st of JUNE 1870 ; but the Name and style of the Firm will remain the same. BUDGETT AND HUGHES.

Kurrachee, 26th August 1871.

NOTICE.—The ANNUAL SALES of ABKAREE and FERRY FARMS, and of the RIGHT of REMOVING SAND, EARTH, and STONE from the foreshore of the Colaba Collectorate will be held before the Collector of Colaba, at Alibag, on the 12th September 1871, and following days.

J. G. JOHNSTON,
2nd Assistant Collector, for Collector.

Colaba Collector's Office, Alibag, 21st August 1871.

NOTICE—HOLDERS of RECEIPTS for Rs. 50 each, paid to New Bank of Bombay in names of Messrs. KESSOWJEE NAIK and DHURUMSEY POONJABHOY as deposit for Shares to be issued by the then projected Company called "The Alexandra Spinning and Weaving Company, Limited, are hereby REQUIRED to PRESENT their said RECEIPTS, at the Office of Messrs. MURRAY KESSOWJEE & Co., in Fort, Elphinstone Circle, and receive the amount of such deposit and sign Applications for Shares in said Company, and pay the sum of Rs. 1,250 with interest at 6 per centum, from the 15th instant, to the Undersigned on or before the 8th proximo. In default the said Receipt of Rs. 50 will be forfeited and Shares will not be allotted to the Holders of said Receipts.

KESSOWJEE NAIK.

Bombay, 29th August 1871.

BROACH MILLS COMPANY (Limited).—NOTICE is hereby given, that the ANNUAL GENERAL MEETING of SHAREHOLDERS will be HELD in the Registered Office of the Company on SATURDAY, the 2nd September, at 3 P.M., for the transaction of the following business :—

1. To receive the Directors' Report and Audited Balance Sheet to 30th June 1871.
2. To declare a Dividend.
3. To elect two Directors in place of those who retire by rotation, but who are eligible for re-election.

By order of the Directors,
FORBES & Co.,
Secretaries and Treasurers.

MOFUSSIL COMPANY (Limited).—The FIRST ANNUAL GENERAL MEETING of the SHAREHOLDERS will be held at the Registered Office of the Company, Elphinstone Circle, on TUESDAY, the 5th day of September, at 3 P.M., to transact the following business :—

1. To receive and adopt the Accounts, and the Report of the Directors, for the year ending 30th June 1871.
2. To declare a Dividend.
3. To confirm the election of Mr. Thomas H. Moore as a Director in the room of Mr. J. G. Smith, resigned, and to appoint a Director in room of Mr. W. G. Hall, who retires by rotation but offers himself for re-election.
4. To appoint Auditors, and to fix their remuneration.

The following Resolution will then be proposed as a Special Resolution according to the 51st Section of the Indian Companies' Act, 1866, and under the power to that effect conferred by section 12 of the same Act :—

That the present Capital of the Company be increased by the issue of 500 additional shares, to be called the "New Issue," of the nominal value of Rs. 400 each, of which Rs. 75 shall be immediately paid up. That the said shares shall be offered in the first instance at a premium of Rs. 150 per share to the Shareholders of the Company, who shall be entitled to the said shares on making application for the same on or before the 15th day of October next, in the proportion of one such new share to every four shares standing in the name of the Shareholder so applying for the same in the Register Books of the Company on the said 15th day of October next, and the said shares or so many of them as may be so applied for shall be allotted by the Directors to the said Shareholders on payment of the sum of Rs. 500 per share as aforesaid. And that any and all the shares of the said "New Issue," which shall not be so applied for, and allotted in manner aforesaid, shall be disposed of and issued by the Directors in such manner and at such time as may appear to them best for the interests of the Company.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th day of AUGUST to the 8th day of SEPTEMBER, both days inclusive.

By order of the Directors,
W. NICOL & Co.,
Secretaries and Treasurers.

Bombay, 23th August 1871.

NOTICES.

NOTICE is hereby given, that SATTYABHAMABAEE, widow of SUKHARAM VITHOBA POY, VITHOBA SUKHARAM, NARRAYEN SUKHARAM, and ANUNDRAO SUKHARAM have AGREED to SELL all that piece of LAND, with the dwelling-house standing thereon, and numbered 20 in the Books of the Collector of Assessment, situated on the east side of and fronting the Portuguese Street, in the Mazagon Registration District, outside the Fort, in Bombay, which said piece of land contains by admeasurement 312 4/9 square yards or thereabouts, and bears No. 2064 in the books of the Collector of Land Revenue, and is bounded on the north by the house of Koombar Damodur Narrayen, on the east by the house of Koombar Vella Ghella, on the south by the house of Koombar Daya Poonja, and on the west by the said Portuguese Street. All persons having any claim or interest whatever in the said premises are hereby required to give notice thereof to the undersigned, Solicitors to the Purchaser, within a fortnight from this date, otherwise such persons will be considered to have abandoned their claims or interest, if any.—

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

THURSDAY AFTERNOON.

MARKET steady.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value per sh.	Paid up.	Last div. decl.	Names.	Cash Rates per Share.
	Rs.	Rs. p. a.			
10,000	100	all	4 p.ct.	Agra Bank	95
22,000	1,000	all	8 p.ct.	Bank of Bengal	1,400 nl.
10,000	500	all	8 p.ct.	Ditto of Bombay New	625
13,000	500	100	6 p.ct.	Ditto 2nd Res. Issue	181½
18,750	1,000	all	6 p.ct.	Ditto of Madras	1,400
1,000	250	all	4 p.ct.	Chartered Mercantile Bk. of L. L. & China	270
40,000	200	all	10 p.ct.	Hong. & Shanghai Bank	360 nl.
40,000	200	all	nil	Chartered Bk. of I. & C.	150
37,500	250	125	nil	National Bank of India	100
18,000	750	all	12 do.	Oriental Bank	500

RAILWAY COMPANIES.

...	£20	418.3.6	p. o.	G. I. P. Railway Con. solidated Stock	240
...	£20	109.1.5	do.	Do. New £20 shares	126
...	£2	18.10.7	do.	Do. " ...	
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1,100
...	£11	12 5.1	do.	Do. New Shares	225

LAND COMPANIES.

8,000	3,000	all	Rs. 73	Colaba Land Co.	1,560 x-d
8,000	150	all		Fcore Land & Pier Co. Ld	148
750	2,000	Nil		Mazagon Land	940
4,000	4,000	Nil		Fort Canning	410

PRESS COMPANIES.

150	5,000	2,850	225 p.	Akbar Cotton Press Co.	2,200
200	4,000	1,800	250 p.	Albert Vic. Kurrachee	920
250	3,000	850	Nil	Alexandra Press Co.	440
150	12,000	11,000	2000 p.	Apollo Press Co.	7,000
200	2,000	800	200 p.	Bombay Press Co.	2,275
200	500	all	80 p.	Do. Do. New	575
500	1,500	all	50 p.	Colaba Press Co.	6,400
250	2,000	all	200 p.	East India Press Co.	3,200 x-d
150	4,500	all	100 p.	Fort Press Co.	9,350
200	2,000	1,800	30 p.	Framji Cowasji Press	985
250	5,000	4,000	Nil	Hydraulic Press Co.	2,700
250	5,000	1,462	75 p.	Imperial Press Co.	1,200
200	5,000	2,000	100 p.	Kurrachee Press Co.	1,125
2,000	400	200	25 p.	Mofus. Press & Co.	635
125	2,500	all	200 p.	Prince of Wales Press	2,600
220	2,000	1,00	Nil.	Victoria Press, Madras	925
150	2,000	all	Nil.	Universelly Press Co.	1,000
400	1,500	...		Carwar Company	820

* Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co	1,575 nl.
500	2,500	all	200*	Alliance Spinning	2,600
100	5,500	all	...	Bombay	2,800 nl.
900	1,000	all	50*	Bombay United	1,070
1900	250	150	...	Broach Mills	310
750	2,000	all	...	Dhurumsey Spinning	2,875
750	2,000	all	75 p.a	Great Eastern	2,270
2,000	1,000	all	140 p.a	Manockji Petit's	1,190
900	1,000	all	Nil.	Morarjee Spinning	1,050
800	2,500	all	125*	Oriental	2,675 x-d
600	2,000	2,000	...	Royal	2,500 nl.

*Per share for the half-year.

MILITARY.

ARRIVALS.—AUGUST 31.

Tyndall, Captain, Madras Staff Corps, on leave, from Poona.
Starkey, Captain, 3rd Hussars, on leave, from Ahmednuggur.
Unett, Cornet, 3rd Hussars, on leave, from Ahmednuggur.
Lyons, Captain, 21st Native Infantry, from leave, from Ahmedabad.
Hills, Captain, Royal Engineers, on duty, from Berar.
Becher, Lieutenant-Colonel, 8th Native Infantry, from leave, from Poona.

DEPARTURE.—AUGUST 31.

Hills, Captain, Royal Engineers, on duty, to Poona.

BOMBAY GOVERNMENT ORDERS.

(Bombay Government Gazette, Aug. 31.)

MILITARY DEPARTMENT.

The services of Lieutenant J. N. S. Kirkwood, Staff Corps, are placed at the disposal of the Government of India in the Foreign Department.

The undermentioned officer is allowed furlough to Europe, on medical certificate, under the furlough regulations of 1868, for the purpose of appearing before a medical board in England:—

Major F. W. Knight, Staff Corps.

Captain F. S. Iredell, late Acting Brigade Major at Ahmednugur, held charge of the Commissariat Department at that station from the 23rd August to the 29th September 1867, both days inclusive.

The undermentioned officer is allowed furlough to Europe for 17 months, from date of departure in September next:—

Major J. Harpur, Staff Corps, District Superintendent of Police, Satara.

The furlough to Europe on medical certificate granted to Surgeon H. Cook, M.D., by General Order No. 490, dated 21st July 1868, is further extended on the same account to 4th December 1870, by the date of that officer's return to duty.

The following officer is appointed to the Bombay Staff Corps from the date specified opposite his name, subject to the approval of H. M.'s Secretary of State for India:—

Lieutenant Henry John Rawlc, Royal Artillery, Assistant Superintendent, Southern Maratha Country Revenue Survey, 5th January 1870.

POLITICAL DEPARTMENT.

Lieutenant F. M. Hunter received charge of the duties of Second Assistant Political Resident, Aden, on the 7th August 1871, during office hours.

JUDICIAL DEPARTMENT.

Mr. H. A. Acworth, Supernumerary Assistant to the Collector of Ahmednuggur and Second Class Subordinate Magistrate, is invested with powers to commit to a Session Court.

Azum Syud Sumsoodeen Ulcekhan wullod Syad Jaha Muhumud Khan, probationary Mamlutdar of Marheh, is invested with the powers of a Subordinate Magistrate of the second class in the Sholapoor district.

The Right Honourable the Governor in Council is pleased to confirm the appointment by the Honourable the Chief Justice of Her Majesty's High Court of Judicature at Bombay of Mr. H. Birdwood to be pro tem Registrar on the Appellate Side of the High Court from 14th May 1871 and during the Honourable Mr. Justice West's incumbency of office as a Judge of the High Court, or until further orders.

Assistant Surgeon James Arnott acted as Superintendent of the Poona Jail, from and after office hours on 3rd June, to 21st July 1871, before office hours.

Assistant Surgeon Arnott also held medical charge of the Yerrowda Jail, from after office hours on 3rd June, to 18th July 1871, before office hours.

Mr. Tehilram Ghyanmul Mookteyarkar in the Subdurya talooka, and a Subordinate Magistrate of the 2nd class, is invested with the powers of a Subordinate Magistrate of the 1st class, in the Shikarpoor district.

Mr. J. C. Anding, District Deputy Collector of Dharwar, is invested with the powers of a Commissioner under the Income Tax Act XII. of 1871.

Mr. W. F. Sinclair, Supernumerary Assistant to the Collector of Poona, is invested with the powers of a Magistrate in the Poona district.

Mr. A. H. Unwin, Supernumerary Assistant to the Collector of Poona, is invested with the powers of a Subordinate Magistrate of the first class, in the Poona district.

REVENUE DEPARTMENT.

Mr. G. H. Johns, Second Assistant Collector, Poona, is allowed privileged leave of absence for three months.

Messrs. W. S. Hexton, A. Pengelly, M.A., and F. R. Dasai, Assistant Conservators of Forests of the 3rd grade, have been promoted to the 2nd grade from the 15th ultimo.

Mr. J. Colebrooke, Assistant Superintendent of Stamps, has been granted one month's privilege leave of absence, from the 1st instant, and Mr. Kassinath Crustnarow is appointed to officiate during his absence.

Mr. W. M. Fletcher, Assistant Superintendent, Poona and Nassick Revenue Survey, is allowed privilege leave of absence for two months.

The appointments of Messrs. Narayen Bullal and Narayen Anunt, as Sub-Assistant Conservator of Forests, 1st grade, and probationary Sub-Assistant Conservator of Forests, 2nd grade, notified in the *Government Gazette* of 19th July 1871, are to have effect from the 1st of that month.

Mr. F. Birkbeck acted as Second Assistant Collector of Surat from 12th April to 4th June 1871, both days inclusive.

GENERAL DEPARTMENT.

Mr. H. E. Jacomb, Under-Secretary to Government in the Revenue, Financial, and General Departments, is allowed privilege leave of absence for one month.

FINANCIAL DEPARTMENT.

Mr. Shreedher Gondoo to be Money Order Agent at Dhoolia.

NOTIFICATIONS BY THE REVENUE AND POLICE COMMISSIONER, Southern Division.

Mr. J. K. Spence, Acting Second Assistant Collector and Magistrate, Sattara, is granted one month's privilege leave of absence under Chapter VI. of the Covenanted Service Leave Code.

GOVERNMENT OF INDIA ORDERS.

(Gazette of India, August 26.)

HOME DEPARTMENT.

The services of Mr. J. G. Cordery, of the Civil Service, are re-placed at the disposal of the Government of the Punjab.

The following temporary promotions are made in the British Burmah Commission with effect from 1st May 1871:

Major A. G. Duff, Deputy Commissioner, 3rd grade, to be officiating Deputy Commissioner, 2nd grade.

Mr. J. K. Meerse, Deputy Commissioner, 4th grade, to be officiating Deputy Commissioner, 3rd grade.

Captain W. G. Hughes, Assistant Commissioner, 1st grade, to be officiating Deputy Commissioner, 4th grade.

Mr. G. D. Lloyd, Assistant Commissioner, 3rd (officiating 2nd) grade, to be officiating Assistant Commissioner, 1st grade.

Captain M. C. Poole, Assistant Commissioner, 3rd grade, to be officiating Assistant Commissioner, 2nd grade.

Under section 1 of Act I. of 1865, the Governor-General in Council is pleased to extend the provisions of Act XX. of 1864 to the Province of Coorg.

Under section 3 of Act I. of 1865, the Governor-General in Council is pleased to authorize the Superintendent of Coorg to exercise the powers of a Collector for the purposes of Act XX. of 1864, and also to authorize the Judicial Commissioner of Mysore to exercise the powers vested in the High Court of Bombay by section 33 of the said Act XX. of 1864.

The following officiating appointments are made in the Great Trigonometrical Survey of India with effect from the 1st April 1871:—

Lieutenant J. Hill, R.E., Assistant Superintendent, 1st grade, Great Trigonometrical Survey, to officiate as Deputy Superintendent, 3rd grade.

Mr. W. H. Cole, M.A., officiating Assistant Superintendent, 1st grade, Great Trigonometrical Survey, to officiate as Deputy Superintendent, 3rd grade.

Mr. F. A. de Roepstorff, Extra Assistant to the Superintendent of Port Blair, is granted one year's leave of absence on medical certificate to Europe. He reported his departure on the 17th June last.

Mr. de Roepstorff is also allowed preparatory leave from the 8th May to the 16th June.

Major F. L. Playfair, Deputy Superintendent of Port Blair and the Nicobars, officiated as Superintendent of these Settlements from the 15th March 1871, the date on which Colonel Man proceeded on furlough, to the 7th June last, the date from which Major-General Stewart, C.B., was appointed to officiate as Superintendent.

Lieutenant R. Taylor, 3rd Brigade Royal Artillery, a probationer for the Bengal Staff Corps, officiating Assistant Commissioner Hyderabad Assigned Districts, has passed with credit the prescribed examination for employment under the Foreign Department.

Appointment—Captain H. M. Buller, 2nd Squadron [illegible] Bengal Cavalry, to be 2nd in Command and [illegible] Regiment Central India Horse.

[illegible] Surgeon R. Harvey, in medical charge [illegible] States Agency in Rajpootana, is allowed [illegible] for two months on medical certificate in extension of the leave granted him in G. O. G. G. dated 25th July 1871, No. 1,567 G.

Leave—Lieutenant D. W. K. Barr, officiating 2nd Assistant to the Agent to the Governor-General for Central India, is granted one month's privilege leave with effect from the 15th August 1871.

The changes in the Berar Commission, notified in Gazette No. 1,196 G, dated 8th June, will have effect from the forenoon of the 17th April 1871.

Leave—Honorary Surgeon T. Murray, M.D., Civil Surgeon of Ajmere, and in medical charge of the Mhairwarra Battalion, is granted preparatory leave for thirty days with effect from the 1st September 1871, to enable him to reach the port of embarkation for Europe on leave on medical certificate.

Dr. J. H. Newman, in medical charge of Jodhpore Political Agency, to officiate as Civil Surgeon at Ajmere and in charge of the Mhairwarra Battalion, in the room of Dr T. Murray.

FINANCIAL DEPARTMENT.

Mr. R. Taylor made over charge of the offices of Accountant General, Punjab, and Deputy Commissioner of Paper Currency, Lahore Circle, to Mr. E. S. Byrne on the afternoon of the 14th instant.

The Governor-General in Council is pleased to direct the following addition to the rules published in Financial Notification No. 1,080, dated 30th June 1870, regarding loans to civil officers for building purposes:—

IV *a*—The officer must satisfy Government regarding his title to the land upon which the house is, or is proposed to be, built.

The Governor-General in Council is pleased to direct that the following rule be inserted as No. 3 under section 31 of the Covenanted Civil Service Leave Code:—

If an officer who draws allowances under this section takes furlough, the section will continue to apply to him on his return from that furlough, unless the circumstances are such that if he had had a substantive appointment he would have lost it by the operation of the rules.

The Governor-General in Council is pleased to direct the substitution of the word "mean" for the word "said," the next last word in section 7 *a* of the Acting Allowance Code.

The Governor General in Council is pleased, with reference to Financial Resolution No. 2,997, dated 13th December 1869, to direct that if an uncovenanted servant who has obtained pension or gratuity on the submission of a medical certificate of incapacity for further work, regains his health and is re-employed in the public service, the rules as to refunding gratuity, drawing pension, and counting service, shall be the same as in the case of re-employment after receiving pension or gratuity in consequence of discharge on abolition of office.

It is provided in paragraph 4 of the Uncovenanted Service Pension Rules of the 15th April 1861, that applicants for a superannuation allowance, if serving at the Presidency, must be examined by the Inspector General of the Medical Department, or, if serving elsewhere within a moderate distance of a station at which a Military Invaliding Committee is periodically assembled, by the said committee; in other cases, if it is optional with the local Government to accept the certificate of a single medical officer. The Governor-General in Council is now pleased to rule that if the pension applied for exceeds Rs. 100 per mensem, a certificate by a single medical officer should not be accepted as sufficient, if it is possible, without inconvenience, to convene an invaliding committee, or to cause the applicant to appear before a medical board.

With reference to the orders of this Department, No. 2,233, dated 25th April 1867, ruling that service of subordinates in the Revenue Survey Department temporarily lent to Municipalities for duty which, though paid for by them, also promotes imperial interests, shall count for pension under the Uncovenanted Service Rules, the Governor-General in Council directs that in future the sanction of the Government of India must be given to such arrangements.

With reference to the rule prescribed in Financial Resolution No. 564, dated 6th June 1867, that the service under Native States of Government officers transferred to those States for a purpose in which the Government is interested, shall count for pension under the Uncovenanted Service Rules, the Governor-General in Council directs that such transfers in future must have the sanction of the Government of India.

MILITARY DEPARTMENT.

Under instructions from the Right Hon. the Secretary of State for India, the Right Hon. the Governor-General in Council is pleased to notify that an officer entitled to furlough who has taken it on medical certificate may, on being declared fit for duty, take out on private affairs any balance due to him, provided that, on being declared fit for duty, he is not in excess of the established proportion of absentees.

An officer who, on his return to India, reports himself in ordinary course at the port of debarkation as having returned from furlough, will be considered to have returned to duty.

There is no restriction as to the country in which this leave may be taken, but an officer desiring to change from the place to which his leave on medical certificate was originally granted, must obtain permission to do so from the Government of his Presidency in India, or from the Secretary of State for India in England, as the case may be.

On landing on such leave in England or in India, he must report his arrival accordingly to the India Office, or to the Military Department of his own Presidency, forwarding with his report a copy of the permission granted him to change his destination.

This order is of general application.

The undermentioned officers are admitted to the Bengal Staff Corps with effect from the dates specified opposite to their names, subject to the confirmation of the Right Hon. the Secretary of State for India:—

Lieutenant Jasper Burne, of the 103rd Foot, 2nd Wing Subaltern 2nd Sikh Infantry Punjab Frontier Force,—2nd December 1869.

Lieutenant, Local Captain, Arthur L'Estrange Hamilton Holmes, of the 79th Foot, 2nd Squadron Subaltern 16th Bengal Cavalry,—26th July 1870.

Lieutenant Josiah Philip Crampton Neville, of the 37th Foot, 2nd Wing Subaltern 40th (The Shahjehanpore) Regiment of Native Infantry,—5th August 1870.

The undermentioned officer is permitted to proceed to Europe on furlough on private affairs:—

Major Charles MacFarlane, of the Bengal Staff Corps, Wing Officer 24th (Punjab) Regiment of Native Infantry,—for two years, under the regulations of 1868, embarking at Bombay.

The undermentioned officer is permitted to proceed to the Cape of Good Hope and to Europe on furlough on private affairs:—

Lieutenant-Colonel William Henry Lowther, of the Infantry,—for two years under the regulations of 1868.

Lieutenant-Colonel H. LePoer Trench, Sub-Assistant Stud Department, having returned from furlough to Europe, will officiate as 1st Class Assistant during the period Lieutenant-Colonel B. Parrot may officiate as Deputy Superintendent of Studs, or until further orders.

Major H. C. Smith, Sub-Assistant and officiating 1st Class Assistant, will revert to the position of officiating 2nd Class Assistant.

Captain T. F. C. Rochfort, Doing-Duty Officer, and officiating 2nd Class Assistant, will revert to the position of officiating Sub-Assistant.

The services of Assistant Surgeon J. F. P. McConnell, M.B., of the Medical Department, officiating in medical charge of the 2nd Regiment of Native (Light) Infantry, are placed at the disposal of the Government of Bengal.

His Excellency the Governor-General in Council is pleased to notify, for general information, that the provisions of G. G. O. No. 711, dated 29th July 1865, laying down the staff salary of Non-Commissioned Officers of the Ordnance Department and the allowances to be passed to them when not provided with tents or quarters, will apply also to the Presidencies of Madras and Bombay.

Second Captain Minto Elliot, of the Royal Artillery, is appointed Brigade-Major to the Inspector General of Artillery for India, in succession to Captain Sir W. Hamilton, Bart., whose period of service on the staff expires on the 19th September 1874.

His Excellency the Governor General in Council is pleased to make the following appointment:—

Punjab Frontier Force—Corps of Guides.

Ensign F. D. Battye, 2nd Wing Subaltern, 4th Punjab Infantry, officiating Squadron Subaltern, to be Squadron Subaltern on probation, vice Captain H. Wylie, who vacates on promotion to Captain.

His Excellency the Governor-General in Council is pleased to make the following appointment:—

Captain G. L. Hewett, of the Bengal Staff Corps, Adjutant 2nd Bengal Cavalry, officiating Deputy Assistant Adjutant General, to be a Brigade-Major on the Establishment, in succession to Major G. A. Brown, whose tenure of service expired on the 21st instant.

His Excellency the Governor-General in Council is pleased to make the following appointment:—

Captain R. Y. Murray, Executive Engineer, Nusseerabad Division, Rajpootana, is granted three months' privilege leave from the 26th July last, on which date he made over charge of the division to Mr. C. E. Gael, Assistant Engineer, 1st grade.

Mr. R. G. Macdonald, Auditor of the Oudh and Rohilkhund Railway Accounts, is graded in the Public Works Department as a Supernumerary Deputy Controller, with local and temporary rank of Controller, 2nd class, 4th grade.

The services of Lieutenant-Colonel F. N. Smith, M.S.C., Controller 2nd class, 1st grade, on furlough, are re-placed at the disposal of the Government of Madras in the Military Department with effect from 1st September 1871.

The services of Mr. J. F. Stokes, Executive Engineer, 1st grade, Punjab, have been temporarily placed at the disposal of the Government of India for employment under the Consulting Engineer to the Government of India for State Railways.

SHIPPING.

DAILY FREIGHT REPORT—30TH AUGUST.

London	Cotton	£2 15s. Nom.
	Cases	£2 15s.
	Seeds	£2 7s. 6d to £2 10s.
Liverpool	Iron Ships Cotton	£2 10s. 0d. to £2 12s. 6d.
	Wood Ships	£2 7s. 0d. to £2 10s. 0d.
	Myrabolms & Coir bdls	£1 10s. 0d.
	Seeds	£2 0s. 0d. to £2 2s. 6d.
Havre	Cotton	No ship.
	Coffee	
Overland	Steamers	£3 5s. 0d. to £3 7s. 6d.
Liverpool via Suez Canal		£2 17s. 6d. to £3 2s. 6d.
China	Steamer Cotton	Rs. 8 to 9 per bale.
	" Opium	Rs. 26 to 30 per chest
	Sailing Ships	Rs. 6 per bale
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per on
Calcutta to Bombay		Rs. 12 and Calcutta Port charges
Mauritius		8 annas to 10 p. bag nominal.

ARRIVALS.

Aug.	Vessel.	Commander.	Destination.
31	Migrato	Logan	Rangoon, June 23.
	Annie	Baker	Rangoon, July 2.

The following vessels obtained their port clearances yesterday:—

Steamer Arabia, Caboure, to Genoa, &c.
Ship Defiance, Angel, to Liverpool.
Ship Glenlora, Edward, to Chittagong.

The following vessels began to load yesterday:—

Steamer Travancore, to China, &c.
Barque Soobo, to Colombo.

THE HOOGHLY.

ARRIVALS.

Aug.			
28	Lochlomond	Grey	Melbourne, July 13.
	Candahar	Mossop	Liverpool, June 1.

MADRAS.

ARRIVALS.

Aug.			
27	Alumba	...	Cardiff.
	Hurkara	...	London.
	Palmyra	...	London.
28	Sattara (s)	...	Bombay.

DEPARTURES.

Aug.			
27	Dunphaile Castle	...	London.
	Sir Robert Seppings	...	Mauritius.

DAILY IMPORTS.—31ST AUGUST.

FROM LONDON.

Valkyrie, 20 cases sulphuric acid, B M Panthakey.
Walamo (s), 2 cases silmanctores, M Cooverjee & Co; 36 cases brass sheet, R L Southern & Co; 2 cases earthenware, D S Kemp & Co; 10 cases copper sheets, and 50 cases yellow metal sheet, David Sassoon & Co; 7 cases printing paper, Bombay Gazette Office; 2 cases printing materials, J Eduljee Sons; 2 bales printing paper, Henry Rogers; 7 bales paper, C E N Mahomed; 2 cases medicine and 1 case toys, Bolton & Co; 200 cases copper sheets, S Mooljee.

From Jeddah per wreck s. s. Breadalbane.

Hamody, 20 boxes claret, Captain Avern.

FROM BOSTON

Arabia (s), 1 case glassware and 1 case medicine, D S Kemp & Co.

DAILY EXPORTS.—31ST AUGUST.

FOR LIVERPOOL.

Canute, 235 bales cotton, R Ragoonath, 400 bales cotton, G Tippet & Co; 53 bales cotton, D Mooljee.
Pericles, 1,000 bundles gall, S Vagjee.
Golconda (s), 270 bales cotton, C S Nandershaw.
Walamo (s), 50 bales cotton, K Hurridass, 2 bales cotton, Knoop & Co; 2 bales cotton, W Nicol & Co; 17 bales cotton, H Soonderdass; 25 bales wool, R Vussonjee; 49 bales cotton, P Hurjeevandass; 100 bales wool, H Thackersy; 1 bale wool, C Nensy.
Callirhoe, 129 bags saltpeters, L Sewjee.
Surat (s), 25 bales wool, N Vituldass; 60 bales wool, V Soonderdass.

FOR LONDON.

Whittington, 5 cases mother o'pearl shells, B Sazan; 459 bags coffee, M Luckmidass.
Golconda (s), 1 case shawls, P Sevestapal.

FOR GENOA.

Golconda (s), 12 bales cotton, L Mowjee.

FOR HONGKONG.

Travancore (s), 1 bale cotton, S Tyebjee & Co; 3 bales cotton, Finlay, Scott & Co.
Orissa (s), 27 bales cotton, Finlay, Scott & Co.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

DEANE—August 27th, at Calcutta, the wife of Lieutenant T. Deane, R.N.R., of a son.
HOBSON—August 24th, at Herne Dale, Mussoorie, the wife of Mr. William Hobson, of a daughter.
HARCOURT—August 24th, at Delhi, the wife of Captain P. H. Harcourt, Royal Artillery, of a son, who died the same day.
MATHEWS—August 6th, at Nynee Tal, the wife of Captain C. R. Matthews, B.S.C., Assistant Commissioner, of a son.
O'RATIGAN—August 25th, at Madanapully, the wife of P. O'Ratigan, Esq., C.E., of a daughter.
WINTLE—August 27th, at Lucknow, the wife of A. T. Wintle, Esq., R. H. A., of a daughter.

DEATHS.

BOND—August 26th, at Black Town, Madras, William Augustus, the youngest son of Mr. John Bond, aged 22 years and 3 months, most deeply regretted.
KRAAL—August 26th, at Calcutta, after a long and painful illness, Emmeline Sophia, wife of Mr. W. A. Kraal, deeply and deservedly regretted, aged 52 years 11 months and 12 days.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department." *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

FRIDAY, SEPTEMBER 1, 1871.

A CORRESPONDENT of the London *Examiner*, writing to that journal under the signature of "A Private Soldier," says—"I have always remarked that when a General, or other high military official, is about to visit a barracks, there is a general rush and hurry skurry to make everything 'up to the mark' for his reception. . . . . Then is the time that there is good dinners, good soup, good everything. The soup is tasted by the great magnate, and is pronounced 'excellent, beautifully rich, could not wish for better at my own table,' &c. No watery or diseased potatoes are served up on that day, and there is no cause of complaint. Of course, when this officer makes his report, he passes a high panegyric upon the Commanding Officer; but if the gallant General could follow the example of the First Napoleon, or Peter the Great, and steal a march upon a regiment, he might not have so flattering a report to make." We quote the above at length, as we believe there is much truth in it, and that the complaint remissness of duty here made is perhaps quite as applicable to Indian as to British Generals. It is not only with reference to soldiers' dinners that the personal supervision of General Officers is desirable, it is occasionally requisite in all matters affecting the interior economy of regiments; but how few in number are the General Officers who care to attend to this, one of the most important of their duties?

Of all military shams, perhaps the most absurd is that which goes by the name of an annual inspection! For three hundred and sixty-two days of the year, the ordinary General Officer scarcely troubles himself to gain any better acquaintance with the interior economy of a regiment serving under his command than its Commanding Officer chooses to afford him; but for the remaining three days of the period he will institute what is called "a keen and searching inspection of everything, from the Major's chaco to the Drummer's boots, and, the chances are, finds everything he observes eminently satisfactory." It would be odd if he did not. The probable date of inspection can be calculated almost to a day, and for some short time previous to it there is a general brushing up of all things connected with the corps; but, the General Officer having thus slovenly performed his duty, economy runs in its old groove again, and without much question whether such economy happens to be good or the reverse. The Brigade Parade ground forms the test of the regiment's interior economy and efficiency for the remainder of the year in fact.

Now, this is bad enough in the case of a British corps in India, where discipline must always be tolerably well upheld by the numerous officers present with it, but it is infinitely worse in the instance of a native regiment which under its existing system of disorganisation urgently requires all the attention a General Officer can pay to it. But it has veritably come to this, that many of the latter hardly consider native regiments worth the looking after. They regard, and doubtless with reason, the organisation and internal discipline of native corps as a something utterly incomprehensible; and they permit the commanding officers of these corps to have pretty much their own way in all things, and very often to the great detriment of the service through a still further disorganisation of the corps of which it is composed. The public would probably be astonished if it could hear of the vagaries played by some of the ancient warriors of the Indian Staff Corps whom circumstances have most improperly placed in the command of native regiments. Now and then a scandal comes to light, or is indicated, as when we hear of a *fiasco* like that in Assam, or in the 19th Madras Native Infantry, or observe that such and such a colonel is permitted to retire from the service; but of the bulk of such scandals the public knows nothing; no, nor perhaps General Officers either, though the scandals may occur under their very noses. Naturally they do not come to light now, as they would certainly have come to light in other days, for senility so rules the Native Army of India at present, that the interest of the majority of officers is simply to hold their peace to whatever passes around them, lest by raising a fire they should be shunted away in its smoke upon ordinary pensions, and not upon the £1,100 per annum the majority have but a few years of service to put in to obtain. It is always a bad speculation for an officer to expose the follies of his Commandant, but it is doubly so when the exhibitor is of so antiquated a type in his own person as would induce the State to dispense with his services upon the slightest possible pretext. But if the veterans of the Indian Native Army are wise in their generation, as we admit them to be, it is none the less the fact that the discipline of native regiments is becoming as naught under the pranks which the dotards are playing with it. Officers of British regiments shrug their shoulders and smile significantly when the discipline of that army as a rule is mentioned. The circumstance is only natural, for thoughtful men, with minds not corrupted with the rust of long and continuous residence in India, are warranted in ridiculing the recklessness or folly that commits a host of native mercenaries to the control of a number of old gentlemen who have long ceased to be efficient for active service of any description. Of any uniform system of authority, these latter can hardly be said to be in possession. One commands his regiment upon the principles he learnt during eighteen months military service forty years ago, and before he was placed upon "the Staff" of those days; another vaguely conceives—poor old gentleman—that the country expects him to show himself a dashing irregular commandant of the Faue or Probyn model, and so makes himself ridiculous as a consequence; while a third, incapable of anything better, will discipline his half dozen European officers to the verge of madness, permitting his sepoys, in the meantime, to shift for themselves.

So runs the Indian Native Army away. There exists no youthful element on its officers' list to balance or counterbalance the evil effects of such absurdities, and, as before the Flood, people did very much as they pleased—dancing pretty dances no doubt—so various circumstances have permitted the responsible officers of the Indian Native Army to amuse themselves with its discipline according to their pleasure, with, we can only hope, not similar metaphorical results in the future. Possibly if General Officers in India could be convinced that the Native Army is really something better than an armed police force, and as such worthy of their constant attention, the discipline of native regiments might be somewhat improved; but in saying so much we must acknowledge that the conviction offered is one not over-readily realised. What can a General Officer, accustomed to the command of British troops, make of such material as that of which the native regiment of the period is composed? The regiment is there, but where are the officers? The native officers are utterly useless as such, and as for the European officers it would probably be idle to report them, as a rule, too old for their work. The State is content with their services, for it cannot devise any economical method of dispensing with them, and so there may be some excuse found if the General Officer gives the Native Army up in despair. Yes, despair is the proper word for the case; nevertheless, General Officers might, by conducting their inspection upon a better method, direct public attention to the various evils here complained of.

THE Sind, Punjab, and Delhi Railway authorities have promised, we read, to re-open the line between Saharunpore and Sirhind by the 12th of September.

THE East India Finance Committee of the House of Commons has requested returns, extending over several years, showing the revenues and expenditure of the country.

BURKE, the railway *employé*, charged with having caused the death of a native by throwing a brick at him, has been acquitted of everything more serious than carelessness, and sentenced to simple imprisonment for a fortnight.

NOTICE has been given that His Honor Sir William Muir thinks it "advisable" to present to parents who can show in their possession a female baby in a satisfactory state of health a shawl or medal as a token of the approbation of Government. A rapid rise in the average of girls per family is expected among the suspected clans.

NOT a bad story is told of the Solicitor-General and a cabman. On leaving Court one day during the Tichborne trial, the Solicitor-General jumped into a cab and ordered cabby to drive to Palace Yard. Cabby did not move, and the Solicitor-General, becoming indignant, ordered him to drive on at once. Without moving a muscle of his face, cabby politely asked, "Would you be surprised to hear that my cab is engaged?"

THE *Englishman* has the following paragraph:—"We hear that Miss Garrett, M.D., intends coming out to this country, and establishing herself here as a medical practitioner. Probably the circumstances of Indian society hold out to properly-qualified lady-practitioners a prospect of success far superior to anything they are likely to attain in England, where they may apparently consider themselves lucky to escape rattaning."

WITH reference to G. G. O. No. 22 of the 6th January 1870, and under the authority of the Right Hon. the Secretary of State for India, the Right Hon. the Governor-General in Council is pleased to notify, in order to prevent any misapprehension on the subject, that an officer joining an Indian Staff Corps from the local service, or General List, does not forfeit any claim to furlough under the regulations of 1868 which he may have established by previous service.

UNDER the authority of the Right Hon. the Secretary of State for India, the Right Hon. the Governor-General in Council is pleased to notify that when an officer appointed to any duty in England draws his Indian allowances with or without any portion of his staff salary, he shall be allowed to count the period of his employment towards his furlough; but that if appointed to an office in England, to which a fixed consolidated salary is attached, the time during which he may hold such office shall not count towards furlough.

THE Bengali, Dwarkanath, who was accused of presenting forged bonds at the Agra Savings Bank, and receiving money on them, was tried on Monday at the District Court, Allahabad. The proceedings were conducted entirely in English, as the witnesses, the assessors, and the prisoner were all acquainted with the language. The assessors unanimously convicted, and the Judge concurring with them, Dwarkanath was sentenced to seven years' rigorous imprisonment and a small fine, to enable the little property he had to be sold for the benefit of the Bank.

THERE was lately, it may be remembered, a serious case of rib-breaking in the Native Lunatic Asylum, Calcutta. A native attendant used so much violence to a lunatic that it was said the man's chest was crushed like a broken egg shell. Unlike the Bombay case, the murderer in the instance we refer to was convicted, but we now learn from the *Englishman* that it is rumoured that there are some facts in the case which will require the very close attention of the Lieutenant-Governor. It is even said that the native doctor was so careless and ignorant as not to discover that any injury had been received when the man was lying before him with his chest crushed in and gasping for breath. If such were the case, heavy responsibility must rest somewhere for the appointment of such a man. The fact, however, seems to our contemporary almost incredible so long as it rests on rumour.

WE are glad to learn from a Calcutta contemporary that the Director-General of the Post Office of India has addressed a letter to the Secretary General Post Office, London, reporting that by every overland mail a number of newspapers reach Bombay without the wrappers, on which the address is usually written, or with the cover so mutilated by friction as to render delivery impossible, in consequence of which these newspapers are handed over to the dead-letter office, and their non-delivery is a source of disappointment and vexation to the public. A statement was kept showing in detail the particular newspapers received without wrappers by the four successive mails which reached Bombay on the 17th June, the 26th June, the 3rd July, and the 10th July, a copy of which has also been sent to the authorities in London, and from which it appears that so many as 63 newspapers have, from the cause indicated, found their way to the dead-letter office. The Secretary General Post Office, London, has been further requested to communicate with the managers of these newspapers, in view to greater care being bestowed in affixing the covers in respect of those newspapers which are sent to India.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LOND

ARRIVAL OF THE ENGLISH MAIL OF THE 11TH AUGUST.

About five o'clock yesterday afternoon the P. & O. Co.'s s. s. Bangalore, Captain W. C. Angove, arrived in harbour, bringing the English mail of the 11th ult. The following is a list of the passengers :—

FROM SOUTHAMPTON.

Mr Currie
Captain Ritter
Apothecary Lockwood
Mrs Lockwood
Assist Surg Jyles, R N
Mr Turner
Mr Edinger
Major and Mrs Williams
Mr Lash
Mr and Mrs Lancy
Mr Fowler.

FROM BRINDISI.

Mr Sneaton
Mr Warden
Captain Campbell.

From Aden the Bangalore experienced moderate monsoon.

WEEKLY LONDON LETTER.

[SPECIAL FOR THE "BOMBAY GAZETTE."]

LONDON, 11TH AUGUST.

Bearing in mind that to-morrow opens the great annual festival of the moors, it seems unnecessary to add that Parliament is at its last gasp. There is now indeed scarcely a pretence of any serious business beyond voting the estimates, and the prorogation will, it is believed, take place on Monday week. The Ballot Bill, thanks mainly to the patience and tact of Mr. Forster, has passed the Commons and gone up to the Lords, where it received its quietus last night. The Peers scarcely made even a show of discussing the measure; they simply pleaded the impossibility of considering such a Bill at this period of the Session, and they quoted the authority of the Prime Minister himself, *apropos* of Mr. Fawcett's Dublin University Bill, as a justification of their proceedings. There may be an attempt to fling odium on the Upper House as a result of this step, and Mr. Forster himself as good as said that he wanted the Bill sent up, so that the Peers might have the responsibility of rejecting it; but any attempt to bully the Lords by a threat of unpopularity will certainly fail. Their course with regard to the Army Bill has *not* rendered them unpopular, and there is quite sufficient sense of fairness among average Englishmen to revolt from the attempt of making the Peerage obnoxious, merely because the Government happens to have managed matters with exceptional awkwardness. The Lords reject the Bill; the public acquiesce in the propriety of the step, and the Ballot will form a very good stalking horse for Radical members during the recess, as well as the *pièce de resistance* of Mr. Gladstone's Ministerial bill of fare next Session. It will then be introduced early, and, if not encumbered with the objectionable proposals about throwing election expenses on the rates which have already been rejected, will no doubt pass before Easter, in ample time for the next appeal to the Constituencies.

The visit with the Prince of Wales, in company with Prince Arthur, the Princess Louise, and the Marquis of Lorne, has made to Ireland, has proved very successful. The close of it was, however, marred by a riot of considerable gravity which occurred on the attempt of the police to stop a meeting convened to demand the release of the Fenian prisoners. A fierce fight raged between the mob and the police for more than an hour, but the guardians of order, after charging right and left and using their batons freely, put their opponents to ignominious flight. One or two of the police were desperately wounded, and are not expected to survive, while some of the leading promoters of the meeting, among others Sullivan of the *Nation*, were severely punished about the head and face, and disfigured possibly for life. Of course the collision has been a godsend to the Nationalist party, who have managed, with a truly Irish inconsequence, to connect the row with the Royal visit as if one was a popular protest against the other. The attempt to make capital out of the occurrence would have no chance of success, were it not for the pusillanimity of our Executive. It is very well-known beforehand that the police would be supported by the authorities, and that the demands of the Fenian sympathizers would be unflinchingly rejected, the disturbance would collapse after a few days' declamation; but unfortunately the Ministry is still possessed by the same mania for inopportune measures of weak conciliation which led to the release of those Fenians who were lately sent to America, and nothing will convince rebellious Irishmen that further concessions may not be wrung by persistent clamour from what they conceive to be the timidity of the Executive. Thus, while it is possible that the riot may have taught the Fenians a wholesome lesson, it is at least equally probable that it may end in a fresh success being scored to their account.

In one of his numerous replies to addresses delivered in Dublin, the Prince of Wales employed language about his brothers and himself, which has been hailed by our democrats as marking an enormous concession to republican feeling. His Royal Highness said that he was sure his brothers had no desire to be mere burdens on the State, but that they were anxious to place their best services at the disposal of the country. "See," say our democrats, "how our principles are gaining ground; Royalty is compelled to apologize for existence, so to concede the great points at issue in its own behalf right, but must be made good by equivalent service." I think it a pity that our Royal family is not blessed with advisers who can suggest greater reserve or at least a far different tone in touching on such delicate subjects, when the Heir to the Throne is the speaker. To me it appears that not only were the expressions used by the Prince of Wales undignified, displaying a sort of humility that sits very badly on royal personages, particularly when the voice of discontent happens to be louder than usual, but that, looking at the main argument by which the grant to Prince Arthur was recently vindicated, they were singularly imprudent. The stock argument of the Prime Minister and the press during the discussion on the annuity to the Prince was that the grant was not a boon but the concession of a right; the arrangement as to the Crown Lands on the Queen's accession to the throne leaving the country actually her debtor. It was over and over again stated that, badly as the Crown Lands are administered, they still yield much more than the entire Civil List, so that if the Queen were to resume possession she and her family would be better off than they now are. If that be so, where is the necessity for any of the Princes using a deprecatory tone at all? If they are getting no more than their rights or less than their rights, why use language only natural to recipients of a boon? The Prince of Wales is no more called upon to deprecate hostile criticism on the income of his brothers and himself than a Government *employé* who has commuted his claims is bound to beg pardon of the public for taking his due. If the bargain is really what Mr. Gladstone and our other authorities stated it to have been, there is nothing further to be said, not at least by the Princes, unless they are to complain of being losers by the transaction. But unfortunately, since the Prince of Wales has spoken in the language of apology, people will begin to doubt whether the so-called arrangement as to the Crown Lands is anything else than a statesmanlike fiction invented at the beginning of every reign, not for the public gain, but to avert hostile criticism. Of course people will be wrong in thinking this; the whole affair is merely an illustration of the mania for conciliatory attitudes and for deferential humility in the presence of inveterate prejudice which sways our statesmen now in office and affects the entire atmosphere around them.

In speaking of the brilliant *coup d'état* executed by Mr. Gladstone in order to overcome the obstacle created by the Lords to the passing of the Army Bill, I mentioned the dislike with which the step was regarded by many Liberals. The strength of this dislike is evidenced by a motion which Mr. McCullagh Torrens, the member for Finsbury, brought forward last night. Mr. Torrens is an independent Liberal who has over and over again during the present and the last Session taken up ground strongly in opposition to the Government. On the question of the Army Bill he opposed them frequently. Now, had that measure been a popular one, or had the Ministry stood in public estimation as they did two years ago, Mr. Torrens would scarcely have ventured on a display of ill-timed independence; a series of angry meetings among his constituents would soon have brought him to his senses. But nothing of the sort took place, and Mr. Torrens well knew the reason. He has now given another specimen of his mutinous spirit in a resolution aimed indirectly as a censure on the Government for having recourse to the Royal Warrant. Its purport was that when a Bill has been amended by the Peers those amendments shall not be considered by the House of Commons in cases where any part of the Bill has been withdrawn from the notice of the House by means of a Royal Warrant or other intervention on the part of the Crown. This of course signifies that the course of the Government has been so objectionable that it must on no account be repeated, either by Mr. Gladstone or by any one else; and hence the Ministry, had the motion been carried, would virtually have been as much censured as they were by the Lords. The cheers by which the motion was greeted from the Opposition benches, and the abuse lavished on Mr. Torrens by the Premier's organs in the press, shew that such is the interpretation virtually put upon it. I do not suppose that the motion ever had any chance of being carried; indeed, nothing would have more annoyed the Conservatives than a Ministerial crisis at this particular moment. But, coming from the Liberal side of the House, it supplies another illustration of the extent to which that party has been disorganised during the present Session. Mr. Gladstone has managed to alienate the whole Liberal party below the gangway, including such men as Mr. Vernon Harcourt and Mr. Fawcett; in the Lords he has made enemies of Lord Russell and the Whigs, and has sent back Lord Shaftesbury to those Conservative benches from which the influence of Lord Palmerston seduced him ten years ago. The result is profoundly unsatisfactory, and is sadly at variance with the gratulatory tone of the Premier on Tuesday night. He spoke of the Ballot Bill as having again united and compacted the Liberals; but when and why they were disunited? and what meant Mr. Harcourt's speech on the Dublin University Bill and Mr. Torrens' motion against the Royal Warrant?

The loss of the Megæra and the fate of the Captain, which has been discussed in the House of Commons, have again attracted attention to navy matters. The Captain, the Agincourt, and the Megæra, have acted as so many beacons to warn us of the administrative mismanagement which still reigns supreme, and as usual, anxious though popular sentiment is to discover the weak point, there is great difficulty in apportioning the blame. Mr. Reed, the late Chief Constructor of the Navy, who always writes as if he cherished a special grudge against Mr. Childers and all connected with him, has rushed into print with a comment on the loss of the Megæra, virtually to the effect that all our recent naval disasters have happened because his warnings were neglected. He as good as says that he foresaw the loss of the Captain, Agincourt, and Megæra, and tried to prevent these calamities, but that his remonstrances were despised, he was repelled, affronted, and silenced. It is very pleasant to learn all this when the mischief is done, to discover that our Admiralty administration was a chaos at the very time we were all lauding it as perfect; but, as the *Telegraph* very fairly puts it, why does Mr. Reed confine himself to throwing light on calamities that are already past; if he foresees such catastrophes, why not enlighten us now as to our other dangers from the same causes; why not tell us what other vessels are menaced with destruction, what are their weak points, and when he brought the matters to the knowledge of his official superiors? It is quite plain that, if Mr. Reed can prove he pointed out the danger, clearly that particular officer or Minister who received the warning and neglected it deserves to be cashiered; if, on the other hand, Mr. Reed possesses such prescience as to be able to reveal all the defects in what we consider to be our finest vessels, what is to be thought of him if he now persists in concealing them? Surely, there is not much patriotism in waiting till the mischief is done, and then calling out—"When I was in office I told the Board of Admiralty what was coming, but I am not going to tell you, the public; I leave it to the Board to act on my warnings or not, just as they please." Mr. Reed has, in plain truth, now settled down into the unenviable position of a man with a grievance, than whom there can be no greater bore, and his animus peeps out so plainly that there is some fear even facts and wisdom from his lips might be neglected by the public whom he addresses. It is impossible to get at the real truth as to the quarrels between him and Mr. Childers; I suppose, Mr. Reed as a clever man, with pet crotchets, would not concede a point, still less compromise, and that he was consequently found impracticable. Be this as it may, we are evidently in for a fresh Admiralty scandal of some kind.

London is thinning fast, and the watering places on the Coast are crammed to suffocation, the fine weather having set in with its accustomed severity. Monday last was the first of the new summer holidays, and the City was comparatively deserted, all the Banks being closed. The sudden burst of summer has however done wonders for the crops, and all fears of a deficient harvest are now over, although the crops will certainly be late. I need not trouble your readers with any details about the meeting of the British Association in Edinburgh or the Scott Centenary celebration, both events, which were great successes, being duly reported at length in all the journals.

The Board of Trade returns for July show continued prosperity in our export trade, the declared value being fully 13 per cent. over the corresponding totals for last year.

HEADS OF INTELLIGENCE.

(*Home News*, August 11.)

The House of Commons have passed the Ballot Bill, but on the motion of the Earl of Shaftesbury the Lords rejected the second reading by a majority of 49, not on principle, but in consequence of the lateness of the Session.

Lord Lennox withdrew his motion for an inquiry into the loss of the Captain.

Considerable excitement exists regarding the loss of the Megæra. Mr. Reed, late Chief Constructor to the Navy, asserts that he reported she was unfit for a long voyage. The question has been mooted in the Commons, in full and searching inquiry is promised.

Prince Arthur's Annuity Bill has been passed. Lord Cranmore took the opportunity, in the debate in the Lords, to urge the necessity of Her Majesty appearing more frequently in public.

The Military Manœuvres Bill has been read a second time in the Commons.

On the Lords' amendments to the Army Bill being brought up, Mr. Torrens moved a resolution condemning Ministers for issuing the Royal Warrant abolishing purchase. It was negatived by 141 to 83, and the general debate was adjourned to August 15.

Her Majesty has postponed her departure for Scotland until August 20, in the expectation that in the meantime Parliament will be prorogued.

All the Royal visitors have returned from Dublin. H.R.H. the Prince of Wales has gone to Kissengen to join the Princess.

Government has made its explanations of the cause of the abandonment of the Berkshire Campaign, and declares that the substituted plan will be much more useful. 35,000 troops will be employed.

The harvest has commenced under very favourable circumstances.

The King of Italy is named as one of the arbitrators to be appointed to settle the Alabama question.

Sir Walter Scott's centenary has been observed in Scotland. The celebration is not regarded as a great success.

The College for Indian Civil Engineers has been opened by the Duke of Argyll; there are fifty students.

A report to the Secretary of War on army agency has been issued. It recommends that all regimental advances should be made direct without the intervention of an agent. Officers are to have the option of drawing pay through the regimental paymaster or agent. The latter is to be relieved from the payment of remittances which are to be made through the India Office or the War Office when the regiment is serving in the colonies, and the remuneration to the agent is to be reduced. Colonels are not in future to nominate the agent.

The Commissioners to inquire into the quantity of coal yet available, have reported there is sufficient, allowing for increase of population, to last three or four centuries.

The sudden death, from heart disease, of Mr. Buxton, M.P. for East Surrey, is reported this morning.

The Emperor and Empress of Brazil return to-day from their tour through the provinces, and proceed to-morrow to the continent.

The British Association has been holding its annual meeting at Edinburgh, not very successfully.

Mr. James Paget, the great surgeon, has been made a baronet.

Before the end of the Royal visit to Dublin a Fenian meeting was held, and it was dispersed by the police, who are charged with having used indiscriminating violence.

The Duke of Edinburgh has presented new colours to the 99th Regiment.

The Agincourt court-martial has concluded its sittings and the Captain of the vessel and the staff-commander are severely reprimanded.

The Indian Government has confirmed the Colonial Act by which marriage with a deceased wife's sister is made legal in South Australia.

In France the courts-martial on the Communist leaders are being held. The accused display much effrontery. Convictions are looked for in most cases. One prisoner has been sentenced to penal servitude for life.

It is alleged that the insurrection in Algiers is nearly suppressed.

Obituary of the Week.—Viscount Ashbrook; Mr. C. Buxton, M.P.; Admiral Sir John Kingcome, K.C.B.; Lieut.-Gen. C. E. Gold; Col. F. W. Mann; Maj.-Gen. C. O. Streatfeild, R.E.; Maj. T. B. Tuite, 11th Reg.; Dep. Insp.-Gen. of Hospitals G. D. Maclaren; Hon. Mrs. Ogilvy.

THE "MEGÆRA."

(*Pall Mall Budget*, August 11.)

As it is important that the circumstances under which the Megæra was sent to sea in March last should be distinctly understood, we will put together the facts brought out in Monday night's debate in a continuous form. The Megæra is twenty-two years old. Though a good ship of her kind, she was built when iron shipbuilding was not so well understood as it is now, and has consequently various imperfections of construction. In July, 1866, she was surveyed by Mr. Reed, who reported on her, if we made one, is not now to be found at the Admiralty. There is, however, a letter from the Master Shipwright and Chief Engineer of Woolwich Dockyard, dated July 30, 1866, to the following effect:—

> We beg to forward herewith a supplementary estimate for the repair of the hull and fittings chargeable to hull of the Megæra, observing that we have examined the hull and find the bottom to be in good condition, the thinnest plates being 7 in. thick; but the plates between wind and water all round the vessel to about 20 ft. from the stern, from the wall down to the first lap, about 8 ft. in breadth in mid-ships and about 5 ft. in breadth forward and after, are very thin. The thicknesses of the same are forwarded herewith, and although we consider the vessel, if required, *may be used for temporary service*, we are of opinion she will shortly require to be doubled in the parts above named.

On the 31st the same official wrote again—

> With reference to the enclosed supplementary estimate for the repair of the hull and fittings of the Megæra, amounting to £250, to be performed by the Pace ory at Woolwich, I beg leave to report that the Chief Constructor has made a careful examination of the ship, and is of opinion that this supplementary estimate should be allowed, as the ship *may reasona ly for service for eighteen months or two years* longer when repaired.

Thus, in July, 1866, the Megæra was reported to be fit, if repaired, only for temporary service for another eighteen months or two years. The then Board of Admiralty, of which Mr. Corry was First Lord, in consequence of this report, placed the ship at the bottom of the list of vessels available for temporary use, and even under the pressure of the Abyssinian war they never dreamed of employing her as a storeship. Lord H. Lennox said they did not think her sufficiently seaworthy for a long voyage, and Sir J. Hay stated that, apart from the question of safety, her extremely slow speed would have seemed to them a good reason for not using her as a troop-ship. It has not been explained why in February last the Admiralty (of which Mr. Gladstone then had a general charge) chose a vessel which was rather a store-ship than a troop-ship, and which was at the bottom of the list, in order to convey 380 officers and men to the other end of the world. Mr. Goschen admits that no reference was then made to the report of 1866, and that, in fact, its existence was not known. The Admiralty were satisfied with a telegram from Mr. Barnaby, the Assistant Constructor, to say that "the Magæra, having undergone repair at Sheerness, is reported to be complete. She is a good seaboat, and, although more than twenty years old, is sound and strong. Her boilers are, however, only good for one year's service." As the voyage was to be only for nine months, the Admiralty resolved to risk it; but it is obvious that three months in such a case was a dangerously narrow margin to allow for accidents or miscalculation as to the rapidity with which the old boilers might wear out. No sooner had the Megæra left Sheerness than her condition was found to be very bad, and serious remonstrance reached the Admiralty in a letter from the captain, dated February 28, after the journey from Plymouth to Queenstown, during which she had leaked all the way, and had been compelled to put in for repairs. The officers on board and the surgeon also protested against the leakage and overloading of the ship. Mr. Goschen lays emphasis on the fact that the captain and officers, as well as the Port Admiral, all assumed that the leakage arose from the main-deck ports; but this does not prove that they were right. They would naturally take it for granted that the Admiralty had seen to the soundness of the bottom of a ship which they had chosen for such a voyage. No examination was made of the ship's bottom at this time, and, acting on the supposition that it was only the main-deck ports which were out of order, the Admiral reported her fit for sea when 106 tons of cargo had been landed and certain small repairs effected. It is quite clear from Mr. Goschen's statement that the Megæra was commissioned in a hurry, and that the Admiralty never took the trouble to refer to the report of 1866 on her condition. The tone of Mr. Baxter's answers to inquiries in the House of Commons as to the seaworthiness of the ship when she put into Queenstown shows a stubborn predetermination to regard the ship as perfectly sound and to scout all complaints which pointed to any expenditure for thorough repairs. It is also evident that somebody was responsible for overloading her, in the first instance, to the extent of 100 tons.

THE AGINCOURT COURT MARTIAL.

The Agincourt court-martial concluded on Tuesday, August 8. Captain Beamish, in his defence, pointed out that perfect station was maintained by the Agincourt, and that he was constantly on the bridge. When the ship struck he was consulting the doctor, because he was ill. In reference to the sailing directions for the coast of Spain, he said that owing to the jealousy of former Spanish Governments, English surveyors and hydrographers had been unable to publish correct observations of the part of the coast where the accident occurred, and the Agincourt fell into the swing of a tide round the rock, of which there was no possibility of obtaining an estimate of warning. Lieutenant Bell, in defence, urged that the navigation of the ship was not his duty at the time of the accident. Staff-Commander Knight pleaded that he was not a free agent, being guided by the flag ship. He attributed the disaster chiefly to the misdirections given in the sailing instructions. The court, after deliberating for two hours, found the charge proved; but, "considering the attending circumstances under which the Agincourt was being navigated, the Court only adjudged Captain Beamish and Staff-Commander Knight to be severely reprimanded and admonished to be more careful in the future; and Lieutenant Bell to be admonished to be more careful in future.

THE DUBLIN RIOT.

Another subject which has attracted much attention this week is a serious riot which occurred at Dublin on Sunday, just as the Royal visit was drawing to a close. The disturbance arose out of an attempt to hold a Fenian amnesty meeting in Phœnix Park, which was prohibited by the police. Mr. P. J. Smyth, M.P., Mr. A. M. Sullivan, and other promoters of the meeting, however, resolved to disregard the prohibition, and went to the park, followed by some 5,000 or 6,000 people. They took their stand on the steps of the Wellington Monument, but before they had time to commence the proceedings an inspector of police told Mr. Smyth, who was to preside, that he had instructions to prevent the meeting being held. By a movement of the crowd from behind, the inspector and a policeman who accompanied were pushed down the steps, and very roughly treated. They procured the assistance of a large force of police, and a general fight ensued, in which the police are accused of having used their batons in an indiscriminate and inexcusable manner. Women and children are said to have been beaten, thrown down, and trampled upon. Sixty or eighty people were injured, some of them seriously, and Mr. Sullivan and other leaders of the demonstration were very roughly handled. Many of the police were also injured by stones thrown at them by the crowd. The affair has caused great excitement in Dublin, and seems likely to cause much ill-feeling towards the police. Mr. Smyth, M.P., and other organizers of the meeting, have issued an address to the people, calling their attention to the fact that within a short distance of the residence occupied by the Princes who had visited the country "a lawful and constitutional assembly in the public park was violently interrupted by an armed body of police." They remind the Irish people that this meeting had been thus dispersed, while Socialists and infidels are permitted to meet in the parks of London to denounce the Crown and uphold Communism. Among the upper and middle classes in Dublin the meeting is said to be regarded as a wicked and senseless proceeding, but the executive authorities are very generally blamed for their impolitic measures, and the police are thought to have behaved with a ferocity only to be excused by the fact that they were to all appearance under very incompetent guidance.—*Pall Mall Budget*, Aug. 11.

THE EAST AFRICAN SLAVE TRADE.

(*Pall Mall Budget*, Aug 11.)

The Select Committee on the East African slave trade state in their report which was issued on Thursday, that they are strongly of opinion that all legitimate means should be used to put an end altogether to the slave trade on the east coast of Africa. They believe that any attempt to supply slaves for domestic use in Zanzibar will always be a pretext and a cloak for a foreign trade, and they recommend that it should be notified to the Sultan of Zanzibar that, the existing treaty provisions having been systematically evaded, her Majesty's Government will, unless further securities can be obtained for the entire prohibition of the foreign slave trade, feel itself compelled to abrogate the treaty, and to take such further legitimate measures as it may find necessary to put an end to all slave trade whatever, whether foreign or costing. The Committee think that an increase in the consular establishment is necessary, and that there should also be for a time an increase in the strength of the naval squadron, which ought if possible to be provided with efficient and trustworthy interpreters. If the Sultan will enter into a new treaty the Committee recommend the formation at Zanzibar of a depôt for liberated adult slaves; but if the Sultan opposes this step, the Committee suggest that a depôt should be established at the Seychelles Islands. The Committee recommend that the services of the present acting political agent at Zanzibar should be retained, and that no technical rules of the service should be allowed to interfere with his appointment as political agent. They also suggest that the co-operation of the Governments of Germany, France, America, and Portugal in the suppression of the slave trade should be invited, and that negotiations should be entered into with the Persian Government to secure if possible for her Majesty's officers greater facilities of search in vessels suspected of carrying slaves.

THE SCOTT CENTENARY.

The Scott Centenary, for which preparations have been going on for some time past, was celebrated in Scotland on Wednesday, Aug. 9. In Edinburgh there was a general holiday, and in Glasgow, Dundee, and other towns there were celebrations of divers kinds. The Edinburgh banquet in the Corn Exchange was attended by about 2,000 persons, and in the absence of the Duke of Buccleuch, was presided over by the Earl of Dalkeith. The elements of the repast were simply cake, fruit, and wine. Among the more distinguished guests were the Earl of Selkirk, Lord Lawrence, Lord Mark Ker, the Dean of Westminster, the Lord Mayor of London, Sir Alexander Grant, the Earl of Elgin, the Earl of Rosebery, Lord Rollo, and Sir William Stirling Maxwell. Letters were read from many eminent men, regretting their inability to be present. Among them was Mr. Gladstone, who wrote:—"He (Scott) was the idol of my boyhood, and though I well know that my admiration is worth little, it has never varied; in his case the feeling is towards the man as much as towards his works. Did we not possess a line from his pen his life would stand as a true epic. I will not say I think him as strong in his modern politics as in some other points: but I do not find my general estimate of his great and heroic whole affected in the slightest degree by this point of qualified misgiving. If he is out of fashion with some parts of some classes, it is their misfortune, not his. He is above fluctuations of time, for his place is in the band of the immortals." The toast of the evening was proposed by Sir William Stirling Maxwell, who spoke at great length on the place of Scott in literature, his literary activity, and, above all, eulogized his personal character. Scott, in his busiest years (Sir William remarked), was one of the most prominent figures in social life in Scotland, and one of the favourite lions of London. In these busy years enough was done to fill the lives of ten not inconsiderable mortals. One of the Homeric heroes seemed to have reappeared upon the earth, clothed in superhuman strength and the wig and gown of a Scotch advocate. The toast of "Our National Literature," proposed by Lord Justice Clerk, was responded to by Dean Stanley, who mentioned that when returning from a visit to Greece he met on board a vessel in the Mediterranean a Greek from the Ionian Island who was going to Scotland to explore the Highland mountains, the scenes of the poetry and fiction of Sir Walter Scott, although he had never visited the classic shores of Greece. In the course of his speech the Dean said that in Scott's poems the spirit of Homer was revived in a form and with a freshness in which it had not been seen among men since the death of Homer, or whomever Homer represented. He had heard it said by a great judge of ancient scholarship that nothing since the time of Homer had ever been written so Homeric as those well-known lines which have made the house of Buccleuch for ever immortal in English literature—"Nine-and-twenty knights of fame hung their shields in Branksome Hall"—That was Homer from beginning to end, and all throughout. Dean Stanley defended the impartiality of Scott as "a reproducer of history." He did not believe that Sir Walter had been unfair to either of the two great parties in our civil wars, and with his impartiality he united the solution, or attempted solution, of many of the gravest questions that agitate the intellectual, religious and philosophical mind in these days. Among the other speakers of the evening were Lord Lawrence, Sir Bernard Burke, Mr. Cyrus Field, Lord Houghton, and Mr. Tourguenoff, the Russian novelist. It was stated in the course of the proceedings that the Emperor of Brazil deeply regretted that he had been unable to stay in Scotland long enough to be present. At the Glasgow celebration most of the speakers, except the Marquis of Bute and Professor Jowett, were local men.—*Pall Mall Budget*.

FOREIGN OFFICE—JULY 26.

(*London Gazette*, August 11.)

The Queen has been graciously pleased to appoint the Right Hon. Russell Gurney, M.P., one of Her Majesty's Counsel, and Recorder of the City of London, to be Her Majesty's Commissioner for the settlement of British and American Claims under the 12th Article of the Treaty of Washington of the 8th of May, 1871.

THE NAVY.

(*The London Gazette*, August 11.)

ADMIRALTY, 9th August.

William Edward O'Brien, Esq., has this day been promoted to the rank of Staff Surgeon in Her Majesty's Fleet, with seniority of 7th July, 1871.

BOMBAY.

Fair.—A fair will be held to-morrow at Upper Colaba.

The Indian Travellers' Guide for September is now ready, and may be had at this office for annas eight per copy.

Broach Association.—We see that about Rs. 2,303 had been subscribed up to the 26th August to the fund for the above Association.

Municipal Fines.—The Senior Magistrate disposed of a number of municipal cases last week, the fines inflicted in which amounted to Rs. 141.

Theft.—The Senior Magistrate yesterday convicted a Hindoo named Nuthoo Runchore of stealing some brass pieces, the property of Captain Blackmore, and sentenced him to receive fifteen stripes.

Assault.—Yesterday, at the Girgaum Police Court, Rosha Bhcema was charged with committing an assault against the person of Casee, woman, and was on conviction sentenced to four months' rigorous imprisonment.

Educational Department.—Mr. Jevachram Satvuchram has been appointed Deputy Educational Inspector in the Myhee Kanta, during the absence of Mr. Ruttonjee Shapoorjee, who has obtained twelve months' leave.

Small Causes Court.—Mr. Spencer, Third Judge of the Small Causes Court, disposed in July last of 653 cases. In 601 of the cases verdict was given for plaintiffs, in 23 verdict for defendants, and nonsuits were entered in 29 cases.

A Juvenile Gambler Flogged.—A Mahomedan lad, aged about twelve years, a confirmed gambler, was yesterday sentenced by the Senior Magistrate to receive eight stripes, for gaming with dice and money in a public thoroughfare.

The Chief Justice and Judges of the High Court have issued sunuds to Mr. Gokuldas Kahandas Parekh, LL.B., authorizing him to practise as a pleader in Ahmedabad and Surat, and Mr. Vishnoo Atmaram Anavkar, authorising him to plead in Sattara.

Statement of Silver Balance in the Mint.—Value of silver in the Mint on the morning of the 21st August 1871, Rs. 24,78,960. There are in addition Rs. 14,513 worth of Silver Bullion belonging to private individuals deposited in the Mint vaults, and awaiting assay.

The Baroda Railway.—We are glad to see that the Bombay and Baroda Railway has so far got over its monsoon difficulties, that through communication is now restored all along the line. An advertisement in our front page informs travellers and merchants that the ordinary passenger and goods traffic is now resumed between Bombay and Ahmedabad.

Mortuary Returns.—The total number of deaths registered during the week ending Tuesday, 29th August, was 320, being 15 more than in the preceding week, 5 more than the total of the week ending 30th August 1870, and 29 more than the mean of the corresponding period in the previous five years. During the week 18 births were reported in the different districts of the city.

The London and Mediterranean Bank.—The suit brought by the London, Bombay, and Mediterranean Bank against Hormusjee Pestonjee Framjee was fixed for hearing before the Hon. the Chief Justice and the Hon. Mr. Justice Bayley at the High Court yesterday; but owing to the counsel for the defendants being unavoidably engaged in another Court, the hearing had to be postponed to some other day, to be hereafter fixed.

Alimony.—At the Fort Police Court yesterday, before Mr. Nana Morojee, Pootlabaee, woman, charged her husband, Rughoonath Bhowaneshunker, with refusing to support her. Defendant admitted that the complainant was his lawful wife, and that he had married another girl, because complainant was suffering from leprosy. He refused to admit her into his house, and offered five rupees per mensem for her maintenance, his salary, he said, being Rs. 25 a month. The magistrate ordered the defendant to pay Rs. 10 every month to complainant for her maintenance.

A Challenge sent by the Ladies of Kirkee to the Ladies of Poona.—We understand that the ladies of Kirkee have sent a challenge to the ladies of Poona to row a four-oar race over a short course, on one of the Regatta days. It is to be hoped that the Poona ladies will raise a crew and accept the challenge, treating the Kirkee ladies to a display of pretty figures and bewitching costumes. The Kirkee ladies crew is composed of

No. 1 Mrs. Sadlier.
No. 2 Mrs. Mathew.
No. 3 Mrs. Eaton.
No. 4 Mrs. Browne (stroke).
(Cox, Captain Mathew, Royal Engineers).

Their costume is as yet concealed from male eyes, but is said to be white trimmed with the colours of the two Ordnance corps,—*red* and *blue*—*Poona Observer*.

THE WEATHER.

The weather, we are glad to report, has now taken a more seasonable turn. The stifling, muggy, October-like weather, entirely without rain, which we had in Bombay for the last week or ten days, culminated the night before last in a slight thunder-storm, and about seven o'clock last night another thunder-storm burst over the island, which continued for about three hours, accompanied by heavy rain. The rain continued to fall up to the time of our going to press; and this change seems to support the prediction of nautical men that we shall have a good fall of rain in September. Bear has also, we are happy to learn, been visited by copious showers, so that the prospects of the cotton crop are now much better.

POONA BOAT CLUB.

SCRATCH RACES.

These races were rowed off yesterday afternoon. The course selected was about half a mile in length, terminating opposite the bungalows occupied by Mr. Taylor and Mr. Graham. These gentlemen very kindly threw open their grounds and entertained their visitors with the greatest hospitality. Six fours entered for these races.

The first heat was won by the following crew:—

1 Mr. P. FitzGerald.
2 Captain Gordon, R. E.
3 Mr. R. M. Fletcher.
4 Mr. C. H. Horsley.
Cox, Mrs. Buckle.

The second heat was won by

1 Mr. C. Hughes.
2 Mr. Marriott.
3 Mr. Holland.
4 Major Malcolmson.
Cox, Miss Bell.

After an interval of half an hour the final heat was rowed off, and resulted in the victory of Major Malcolmson's crew.

The weather was very clear and all that could be desired, the band of the 9th Regiment Native Infantry enlivened the spectators with their sweet music, and we must state that the whole arrangement reflects great credit on the honorary secretary, W. H. Horsley, Esq., C. S., of the Poona Boat Club, for his exertions.—*Poona Observer*.

Holloway's Pills.—With the advance of autumn the mornings and evenings become chilly, stop the lately active action of the skin, and give rise to disorders of the lungs, liver, and bowels. Under such circumstances prevention should be looked to as well as cure, the first symptoms of cough, disturbed stomach, or deranged bowels should be set right by judicious doses of these Pills—the very finest alteratives—which act with certainty and success on any organ in which faulty action exists, whether it be perceptible or unknown. Acting as gentle aperients Holloway's Pills strengthen the whole system, increase the appetite, improve the digestion, regulate the bowels, animate the spirits, and expedite the circulation of pure, healthy blood.

RETIREMENT OF MR. R. H. SHOWELL.

At the close of a case in the Girgaum Police Court yesterday afternoon, in which Mr. Cleveland had been engaged on behalf of the G. I. P. Railway Company, that gentleman rose and, addressing the magistrate, Mr. Showell, said—Sir,—I have just been informed that this is the last day of your Worship's presiding in this Court. There being no other professional gentleman present, I take upon myself to say that your leaving Bombay will be a matter of regret to all of us. Speaking for myself I have no hesitation in saying that, during the many years I have practised before you, I have met with the greatest courtesy on all occasions. I have always admired the patience which you have been enabled to bring to bear upon all cases taken before you, and I have envied the intimate knowledge you possess of the native languages and native character. For myself, therefore, and I venture to speak in their absence for other members of the profession, let me assure you that we wish you long life and happiness.

The worthy magistrate replied that he felt flattered and gratified at the sentiments expressed by Mr. Cleveland, and assured him that he would not easily forget it. His Worship said he regretted leaving a place where he had spent so large a portion of his life, but he felt that he needed rest after 37 years' service. He spoke with satisfaction of the way in which the professional gentlemen who appeared before him had acted, and his Worship said he had generally found them considerate and ready and willing to act in accordance with his suggestions, and that he should always have great pleasure in reflecting that, on leaving Bombay, he was on good terms with all members of the profession.

His Worship said it was a curious circumstance that it was in the very next house that he first entered the Government service, 44 years ago.

THE THEATRICALS AT MORLEY HALL.

We have already noticed the theatrical performances which were given by some ladies and gentlemen of Colaba at Morley Hall on Monday night, and we have now much pleasure in mentioning that the representations on Tuesday and Wednesday evenings came off with, perhaps, even greater *éclat* than the first. Wednesday being staff night, the little theatre was filled by a select audience of ladies and gentlemen, not a vacant seat being left, and all, we feel certain, must have been delighted with the entertainment provided for them. It is some considerable time since the people of Bombay have had an opportunity of being present at amateur theatricals by European ladies and gentlemen, and after what we have been accustomed to (though very good in its way) the presence of ladies on the stage was especially charming. The pieces per formed, as we mentioned the other day, were Wooler's comedietta "Orange Blossoms," and a farce, entitled, "A Family Failing." In each of these the characters were represented in a most praiseworthy manner. In "Orange Blossoms" the ease and grace of the ladies was much admired, and the acting of Mr. Septimus Symmetry, the woman hater (who after all is nicely caught, and converted by little Loo), and of Col. Clarence, the old beau, carried through the piece most successfully. And here we must remark that the scene in which "Orange Blossoms" was played, the garden of Mr. Septimus Symmetry's country house, was without exception the most delightful one which we remember having seen in Bombay. To say so is but weak praise, considering the wretched scenery which is presented at Grant Road Theatre; but a pleasanter and more fitting scene for the little stage at Morley Hall we could not imagine. In "A Family Failings" the lady who played the part of Clorinda was enthusiastically applauded, and most deservedly so, her acting in an amateur performance is but seldom to be seen. Her little passionate outbursts were naturalness itself. Sir Sampson Silliman and Lord Gawkey also showed themselves to be most accomplished actors. The dog Aden again on Wednesday night went through his clever performance, and between the two pieces a gentleman sang two excellent comic songs.

Altogther the entertainment was one of the most pleasant that it has been our fortune to be present at in Bombay; and the warm expressions of approbation from the audience showed that it was thoroughly appreciated by every one present. For this pleasant treat, an entertainment which ladies and gentlemen who came forward, and especially the ladies, deserve our warmest thanks, and we congratulate them on the brilliant success of their representations.

THE MORVEE STATE.

The following notification has been issued by Colonel Anderson, Political Agent of Kattywar:—

To all Chiefs, Talookdars, and Bhoomias in Kattywar.

At the request of the joint administrators of Morvee, the services of Mr. Byramjee Hormusjee, at present employed as president of Boundary Committee, have been placed at their disposal for employment as head of the Morvee police.

At the request of the same administrators, Mr. Byramjee is invested on the part of the Agency with the powers of a police officer in Jhallawar and Hallar, including Mallia, in order to enable him to pursue his inquiries and trace and apprehend the Deda Bahirwatias beyond the Morvee border, and in those districts where these outlaws are reported to be in the habit of finding shelter and refuge.

The attention of the Chiefs and Talookdars is specially directed to the above arrangement, and they are required to see that every assistance is promptly and willingly rendered to the Morvee police, whenever he may have occasion to visit any of their villages in pursuance of his duties. The village authorities should be strictly enjoined to do their duty of assisting in the apprehension of these disturbers of the public peace, and not to treat them (the outlaws) as belligerents, as has been the fashion in this province. Any remissness in this matter will not fail to receive serious notice from the Political Agent.

OFFERING A GRATIFICATION TO A PUBLIC SERVANT.

At the Fort Police Court yesterday, a Parsee named Nowrojee Dadabhoy, a clerk in the Currency office, was charged before John Connon, Esq., Senior Magistrate, with abetting the acceptance by a public servant of a gratification other than legal remuneration

have struck upon ?—I mean she must have gone into the Agincourt, and could not have gone upon the rock, as the Agincourt's stern was in deep water.

Had you been in a ship not in a squadron would you have steered a course so close to pass the Pearl Rock ?—Certainly not.

You said just now your anxiety grew into alarm, and you watched to see the Agincourt go on the shoal ; is it possible, then, that with all this anxiety and alarm you were waiting to see the Rear Admiral's flagship go on shore without taking the slightest steps to prevent it, as you have stated that nothing was done by the Warrior to warn the next ship ahead of her danger ?—I was watching to see her go, but I did take such steps as I thought became me by communicating to the officer of the watch ; and danger there was none up to the last moment if it was seen, and known, and intended to be avoided. A man may steer direct for a rock to avoid a current, and then swerve out and avoid the rock.

Admiral Stewart—Judging from the result, do you now feel satisfied that your pilotage of the ship gave you a correct and true estimate of her position from the time the lines were formed and courses shaped to the point from which you observed the Agincourt ground ? —I feel sure throughout the whole of that time I was fully cognizant of the progress of my ship and the approach to danger.

Did the grounding of the Agincourt show you the Warrior was further in shore than you supposed before that occurrence ?—No, I was watching to see the leading ship go somewhere on the shoal.

Did you at any time before the grounding point out to Captain Glyn the position of the Warrior on the chart ?—Yes, about 20 minutes before the grounding of the Agincourt.

Are you aware that in the opinion of Captain Glyn the grounding of the Agincourt showed him that the Warrior was further inshore at the time that happened than he supposed, and he attributed that difference of the actual from the supposed position to the effect of a current which he considers carried all the ships inland towards the Spanish shore ?—I was unaware of Captain Glyn's impression at all until I read the papers this morning, and my opinions are not affected thereby.

Had the Warrior been the leadingship, was your knowledge of her position so correct that you would either have stopped the engines or altered the course to clear the danger, the exact position of which you not only knew, but also knew you were steering direct upon it ?—I felt certainly at the time we were steering on the Pearl Shoal.

Is the Court to understand that the Warrior was prepared to avail herself of the wind being ahead and use the sails for stopping her way before she saw the Agincourt aground ?—The officer of the watch and myself only were on the bridge, and the steps taken by him and myself were without previous consultation.

Before the Agincourt grounded did you see any preparation on board the Warrior to use the topsails for checking the way of the ship ?—No preparation.

At the time you were so alarmed and spoke emphatically to the officer of the watch as to the danger did the Agincourt appear further from the Minotaur than her proper station, four cables ?—Not so materially as to attract my notice ; I think not.

Do you consider the Warrior was in her station from the Minotaur when the Agincourt grounded ?—I am quite unable to say. It is no part of my duty to see ; the officer of the watch does that.

The President—While you were looking at the Agincourt running towards imminent denger did you up to the last moment think it likely that she saw the danger and would put her helm starboard to clear it ?—I never doubted her being aware of the danger, but was not sure what steps she might take to avoid it. At one moment I thought she intended to pass through the passage within the rock.

Captain Fellowes—Did you feel any anxiety for the safety of the ships of the starboard line when the course was altered to W.S.W. ?—No.

When you say you were watching to see the ship go somewhere on the shoal do you mean unless she hauled to port to avoid the danger you knew of ?—That is precisely what I mean.

Captain Foley—When the course was altered to W.S.W. did you lay that course off on a chart ?—No. I piloted wholly by the leading marks.

Do you consider that tides had anything to do with the stranding of the Agincourt ?—Very little indeed.

Captain Lambert—Did you notice how the tide was running alongside the Agincourt after she grounded ?—I had no sufficient opportunity to observe.

Captain Jones—As you were conducting the Warrior by leading marks, can you state how far the town of St. Roque was open of Cabrita Rock, when theAgincourt took the ground, from the Warrior ?—As the sailing directions, I think, say "well open."

Was the Gualmasi Tower open of Point Acebuce ?—No, it was not ; now you see my anxiety.

Can you inform the Court from after observation on board the Agincourt whether she had those two bearings respectively open, and whether you considered them well open ?—Both marks were open as she lay on the ground ; I would rather say were open, and not indecisively open.

What in your opinion put the Agincourt on the Pearl Rock ?—I think the Vice-Admiral led his squadron with less than his usual wisdom and caution. I think the Agincourt steered on the rock either because her captain was unaware of the nearness of the danger, or, being aware of it, allowed himself to be fettered too much by the station he was ordered to keep.

Captain Coode—Did you consider it so evident that the starboard division was steering into danger that they must have been aware of it on board the Agincourt ?—Yes, I did.

Captain Beamish—With a catastrophe apparently inevitable, did it not occur to you that, even if the Agincourt were to be allowed to go ashore unwarned, precautions should be taken to save the Warrior in the event of the catastrophe ?—Precautions were taken, and they were successful.

How close did you suppose the Warrior was to the danger when your anxiety grew into alarm ?—Up to the last five or ten minutes I expected the Agincourt would take some steps to avoid the danger. As she did not, the alarm arose.

How many cables from the danger did you estimate the Warrior to be when you first felt alarm ?—About a quarter of a mile off.

How close, then, must the Agincourt have been to the danger at that time ?—At that period within half a cable of it.

Did you at any time convey to Captain Glyn an opinion that the course being steered was risky, but not dangerous ?—No. I did not think it risky or dangerous.

Did you let him know when your anxiety grew into alarm ?—I let him know of my anxiety ; I communicated to the officer of the watch when it grew into alarm, because Captain Glyn was not on deck at that time.

As you could not leave the bridge yourself, did you ask the officer of the watch to send to the captain to inform him of the alarm ?—No.

How close did the Warrior get to the Agincourt before she got stern way on her ?—I estimate to a cable's length.

Did you communicate to the captain or officer of the watch your expectation that it was intended to take the starboard division between the Pearl Rock and Pigeon Island ?—No.

Were any precautions taken to save the Warrior before you knew the Agincourt was ashore ?—Yes ; I have described them ; the increased vigilance and attention.

Lieutenant Bell—You have stated that your attention was so occupied with the dangers of your own ship as to be quite unable to say anything as to her position with regard to the Minotaur. What do you then mean by the statement that the Agincourt was not so materially out of station as to attract your attention ?—I mean that for aught I know she may have been in perfect station, and that she was not likely to have been very much out or I should have noticed it.

Is it not a fact that immediately after the Agincourt grounded the Warrior ran on to the starboard quarter of the Agincourt and not to port ?—I don't believe it, and my eye was never off the two ships.

Staff-Commander Knight—Did you not, when you were filled with alarm, think it necessary to take cross-bearings to ascertain the true position of the ship ?—I insist that I knew the true position of the ship by the leading marks, and therefore did not think it necessary to take cross-bearings.

Must not, from the course we were steering, St. Roque have been more open to the Agincourt with Cabrita when your anxiety changed to alarm that it was when we were on shore ?—It was continually drawing closer ; it was more open when she was approached than it was when she was aground.

Will you read from the sailing directions, page 286, the day marks which I believed you used yourself for clearing the Pearl Rock to the south-ward ?—" To pass southward of the Pearl keep the tower of Gualmasi well open of the rocks of Acebuche Point, until St. Roque Church is open of Cabrita Rock, and *vice versa*.

Then, is not St. Roque Church to be only " open," and not " well open ?"—The book says " open."

Are you aware that the officers of the Channel Fleet are allowed to use the semaphore for private messages ?—I am not aware of it being allowed.

Could you have used it at the time of your great alarm to have conveyed the same to me as a warning, without infringing on the etiquette of the service ?—I would not have dared to ask to be allowed to send a private message at such a moment. I considered that such a message at such a moment must have come through the captain.

Lieutenant THOMAS DE HOGHTON was officer of the watch in the Warrior on the forenoon of the 1st of July. After the ships formed in sailing order, they steered out of the Bay of Gibraltar in close order ; the course was altered at 9·40, 10, and 10·20, the last course being west-south-west. The Warrior altered her course with the squadron, and kept her station two cables astern of the Agincourt. At 10·55 the signal mate, Mr. Jauncey, reported that the Agincourt had stopped. Witness having made certain of this, stopped the Warrior's engines. He saw a bustle and confusion on the Agincourt's poop, persons waved and shouted to the Warrior. Staff-Commander May said he thought she was aground, and witness instantly reversed engines, ordered them to go full speed astern, piped " loose sails," and hurried men up. The Warrior ranged up to about a cable off the Agincourt, then lost her way, and went astern, when she stopped. The Warrior got 18 fathom soundings up and down. The witness went to Captain Glyn directly he knew the Agincourt was ashore, and Captain Glyn came on deck and took charge. Staff Commander May remarked to witness just before the Agincourt struck that they were going rather close. Just before the Agincourt starboarded the helm, and witness said to May, " She is starboarding her helm now." Directly afterwards May said, " We are going a great deal too close in, we have no business here. I don't know why they have brought us here." Witness asked if he had better send to the captain, and before May could answer the signal mate had reported the Agincourt aground. No other remark was made about the ship being close to the Spanish shore. Captain Glyn some time previously remarked that they were rather close to the Spanish shore. The Warrior was a quarter of a cable astern of the station for the Agincourt. She starboarded her helm. The starboard line appeared a beam of the port line, and witness thought 3½ cables off. As the Warrior neared the Spanish shore he saw no clearing marks pointed out to him. He took a hurried glance at the chart, but did not know where the Pearl Rock was. He had certainly not been talking about the probability of the Agincourt grounding with Staff-Commander May.

Admiral Stewart—Staff-Commander May has stated that five or ten minutes before the Agincourt struck he was filled with anxiety and alarm at the proximity to danger which the course would probably lead you, and that he emphatically communicated that anxiety to you as officer of the watch. Do you confirm that statement ?—Most certainly not. The first intimation I had that the ship was dangerously near a rock, was about a minute before the Agincourt struck, when I instantly asked if he thought I ought to send down to the captain.

Were you not aware that there was doubt or anxiety in Staff-Commander May's mind as to the course the ships were steering before he made this remark, as you state, a minute before the Agincourt struck ?—He merely remarked that we were rather close, and I did not know that he had any anxiety about the course more than that we were rather close. Speaking after the event, and judging from the result, I should say the Warrior was further in shore than May supposed her to be by his pilotage before the Agincourt struck. Formed that opinion because the Agincourt grounded, and I think if he thought she was going to strike the Pearl Rock he would have told me so. Had he done so before the Agincourt struck I should not have signalized to warn her without Captain Glyn's order. I considered the remark Staff-Commander May made, " I don't understand why they have brought us here," to refer to the Minotaur only. I presumed Staff-Commander May was alarmed for the Warrior when he made the remark, " We have no business in here." Certainly, he did not any time that morning tell me he was watching for the Agincourt to take ground. I had entered Gibraltar Bay several times before, but had never accurately ascertained the position of the Pearl Rock in all those times.

By Captain Beamish—When May said, " We are rather close in," that was the first intimation I received on the subject. May said nothing at all to me about the reporting anything to the captain, or that his previous anxiety had grown into alarm. Captain Glyn remarked some time before the ship struck that the Warrior was rather close in shore, but I remember nothing further being said to me. Captain Glyn asked me at 10 o'clock the speed of the Warrior, and I said two and a half knots per hour. I don't remember his saying anything about the tide.

The Court adjourned until next day.

EDUCATION FOR ENGLISH GENERALS.

TO THE EDITOR OF " THE TIMES."

SIR,—An experimental campaign is wanted at least as much for educating our Generals as for instructing the troops ; but the correspondence you have published shows that in respect of the education of Generals its advantages were overlooked. The successes of Wellington, of Napoleon, of Napier of Magdala, and of Moltke were due as much to their minute knowledge of the resources of the country, of the detailed arrangements for feeding, moving, and supplying the troops, as to their strategical measures.

In our garrison towns a General officer is wholly dependent upon the Control Department for the supply of the troops. He has no occasion to exercise any thought over this vital part of the war functions of a General. The Berkshire Campaign, if properly handled, would have afforded useful education to, at all events, two of our General officers. The Secretary of State, instead of employing subordinate officers to make reports to the War Office on the capabilities of the locality, should have committed all inquiries to the two Generals appointed to the command of the respective bodies of troops intended to manœuvre in opposition to each other. These General officers should have been informed what troops were to be placed under them, and the places and dates at which they would arrive ; of the amount of camp equipage, ammunition, and army transport which would be available for them, and what amount of money they would each be entitled to spend on the campaign, exclusive of pay, and compensation to farmers for damage. It should have been left to the Generals to consider all the details of the movements and wants of their respective armies, and the means available in the locality for supplying those wants ; and they should have been held entirely responsible for the supply. The Generals would have felt some of that responsibility which a General in command of an army on actual service feels ; they would have had to proportion the extent of their manœuvres to the means at their disposal ; and the results would have afforded a test of their skill. Instead of pursuing this course, it would appear from the reports which you have published that the War Office intended itself to improve the local water supply, to contract for local transport, and, in fact, to act as a dry-nurse for making all those arrangements for both sides on which the vitality of an army must depend. Thus there would have been no individual responsibility, and the manœuvres as a means of training our Generals would have been simply a sham. It is this frittering away of responsibility which is the bane of our military system; and our expensively officered Control Department, which relieves the General from distinct personal responsibility in respect of the supply of his troops, is acting in a manner to *medicate* our General officers in some of their most important functions. As one of those who have the improvement of our Army Organization at heart, I trust you will not cease to advocate that *responsibility shall be made definite and real.*

ONE WHO KNOWS THE WAR OFFICE.

ACCIDENTS ON THE UNDERGROUND RAILWAY.

(Daily Telegraph.)

WEDNESDAY evening (August 2) was a singularly unfortunate one for the Metropolitan and Metropolitan District Railway Companies, two accidents having occurred on their lines within a quarter of an hour of each other—one already briefly reported at South Kensington, and a second at Gower-street. The collision at the South Kensington Station, though fortunately not resulting in the loss of life, was a very serious one, owing to the new plan of running a number of short trains, which have to be shunted into sidings specially provided for the purpose, a Mansion House train was due at South Kensington Station about 9-15 p.m., and was timed to cross the up line from that station and run on to rails which had just been laid down between a double platform. The signals at the South Kensington Station, however, appear to have been disconnected, hand-signals having to be used ; and in this way it happened that a signalman contrived to show the wrong light, and drive two trains against each other—for either the Metropolitan District engine, which had come from the Mansion House, ought not to have attempted to cross the up line and enter the station, or the Metropolitan train should have waited until all was clear and the rails open for traffic. As it was, the engine of the latter had just got across the line which is traversed by the former, when the District train came up, and a collision took place. A very few moments later and one of the carriages must have borne the brunt of the collision, in which case its occupants could scarcely have escaped with life. Fortunately, the striking of the engines caused only a severe shock and killed no one. The injuries, however, received were sufficiently serious, many persons being bruised and shaken. The wife of Mr. Arthur Swanborough, of the Straud Theatre, was amongst the injured, and her medical attendant states that the greatest care and quiet will be needed for her recovery. A Mr. Porter was seriously cut and bruised in the forehead, a boy belonging to a refreshment bar-stall at the South Kensington Station, had his leg broken, and some thirty other persons received cuts and contusions of various magnitude, or were violently shaken. The scene at the station was very distressing, the rumours of several people being killed having circulated, and many relatives of persons known to be travelling on the line were anxiously making inquiries respecting the amount of damage done. Happily, beyond a few cases, none of the injuries were very serious, and most of the passengers who had suffered by the collision were able to proceed to their respective homes in cabs immediately after the accident had taken place.

Nine patients were, however, received at St. George's Hospital, but, with the exception of two, they were shortly in a condition to be removed to their own homes. Those who remain are the boy with the broken leg and a brush-maker who has received severe contusions of the head.

At Gower-street the case was entirely different. A train had left Baker-street Station, unduly crowded with passengers, some of the carriages being so full that persons were absolutely standing for want of room to sit down, when nearing Gower-street Station, the engine broke down and suddenly stopped. A sharp shock was the immediate consequence, and the passengers were thrown from their seats in every direction, some coming in contact with the sides and windows of the carriages, while others were thrown with great force against each other and on to the floor. Great confusion and screaming ensued, and several of the passengers received severe bruises about the face and head, some being so injured very badly. No limbs were, however, broken, and the passengers were soon all cleared out of the train at Gower-street Station, and conveyed to their destination by another engine, considerable delay, however, occurring in consequence of the necessity which existed for properly clearing the line.

These accidents, it should be stated, are the first of any consequence which have occurred on the Underground Railway, and it is strange that they should both have occurred on the same evening within so short a time of each other.

The matter will now undergo the strictest investigation, and measures will be taken to prevent the recurrence of such mishaps as took place on Wednesday evening.

THE GREAT SOCIAL PROBLEM—HOW TO SOLVE IT.

(Frederic Harrison in the Fortnightly Review.)

THIS great crisis had stated though it has not solved the social problem. What, in a few words, is this problem ? It is this. In this complex industrial system wealth has discovered the machinery by which the principal, in some cases the whole, results of common labour become its special perquisites. Ten thousand miners delve and toil, giving their labour, risking their lives ; ten masters give their direction or their capital, oftenest only the latter. And in a generation the ten capitalists are rioting in vast fortunes, and the ten thousand workmen are rotting in their graves, or in a workhouse. And yet the ten thousand were at least as necessary to the work as the ten. Yet more. The ten capitalists are practically the law-makers, the magistrates, the government. The educators of youth, the priests of all creeds, are their creatures. Practically they make and interpret the law—the law of the land, the law of opinion, and the law of God ; they are masters of the whole social forces.

A convenient faith has been invented for them by moralists and economists, the only faith which in these days they are at all believe in—the faith that the good of mankind is somehow promoted by a persevering course of selfishness. Competition is, in fact, the whole duty of man. And thus it comes that in ten thousand ways the whole social force is directed for the benefit of those who have. Habitually, unconsciously, often with what they think is a religious sense of duty, they work the machinery of society for their own objects. In this favoured land, whilst the owner of the soil knows no other toil or care but that of providing fresh modes of enjoyment, the peasant, out of whose sweat his luxury is wrung, lives likes a beast of burden, and dies like a dog in a ditch ; whilst the merchant-prince is courting society for a peerage, a thousand lives of seamen are lost, decoyed, in rotten ships to sea ; whilst mine-owners can still paralyse the legislature, a thousand lives are lost each year in pits, " chiefly, it is said, from preventible causes ;" and whilst fortunes are reared by ironmasters, a hundred thousand workmen are ground to the dust by trucK. Let us reflect what is implied in this mere finding of the late Commission. An hundred thousand families in England are cheated, insulted, and oppressed by being forced to barter portions of their wages for some fraudulent equivalent in goods. Now all this makes up in gross that which they call in France " l'exploitation des ouvriers." They say that where in a common work labour is no less necessary than capital, and labourers are as worthy of the profits as managers, the system by which the gross result is appropriated by capital, and under which the self-indulgence of wealth soars to yet unimagined heights, whilst the area of misery, ignorance, and exhaustion sinks ever deeper, is a system which is doomed to end. And this their claim is good.

Let us turn to the remedy they propose. The whole social force which so long, they say, has been directed by capital in its own interest, shall be directed by workmen in the interests of workmen. The laws shall no longer be made and administered so as to handicap the labourer in the race of industry. The power of the State shall step in to neutralise competition, and to restrain the selfish abuse of capital. The land, at any rate, they say, must be resumed by the State for the benefit of the whole community ; and farmed on social, and not on proprietary, bases. Ultimately, in short, the whole existence of capital, and the ordering the lives of the community, must be subject to the will of social authority.

Such is the faith which, in spite of its extravagance, has seized the foremost minds of the workmen of Europe, which in some form or other receives the devotion of a religious creed. On any one doubts its strength, compared with the conscious corruption of the opposite creed ? Does the selfish cunning of competition in its heart think it can stand a social energy like this, with all its errors and all its dangers ? Does a society which lives in its equipages, and toils only in amusement, watch hard against the will when we are ready thus to die for a cause however mistaken ? Poor gluttonous fribble, whose cares are divided between the coming battue and the last new dish, the roughest of those who went to death in Paris in the hope of a better time to come for his children, was a hero and a man of honour in contrast with you !

The claim of capitdl to amass wealth by what means it chooses, and to spend it how and when it pleases, is so vile, the claim of the workman to have his part in the social result is so unanswerable, that in the end the issue is not doubtful. And since this social problem must some day be faced by us, it seems time for serious men to reflect what other solution remains. Communism stares them in the face ; it grows and deepens. Whatever it may suit a journalist to say, no sensible man believes that the 200,000 men who voted for the Commune are bandits and fiends in human shape. They who think that its origin as the act of the Commune of Paris is explicable on the " miscreant" theory are unfit to discuss political questions. It has a great purpose, and it has great leaders. For every man who died on the barricades, ten will spring up hereafter. The cry of Millière as he died, " Vive l'humanité !" will not be unanswered. The bones of Delescluze may be burnt in quick-lime, but his spirit lives. He and his followers have a purpose. They have sworn that the "exploitation of the workman" shall end ; and end it must.

They are not so clear about a substitute, but, so far as they have a scheme, it is Communism. There is but one alternative—the answer of Positivism. In one sense Positivism is akin to Communism, for it hardly accepts its belief in social reorganisation ; in another it is the opposite of Communism, for it exalts instead of abolishes the exercise of property by individuals. Positivism teaches that the highest uses of society are best served by massing capital in aggregates, and by entrusting these masses to the free control of individuals. It teaches that the dignity of domestic life and of public action, that moral as well as intellectual energy, demand the existence of capitalists as a class. It shows that the highest functions of social life and the noblest powers of the character would cease to exist without the free contest for wealth. It insists on the necessity in no grudging or unreal spirit. It looks on capital simply as power, and the wise exercise of power as the noblest function of man, and the trustful respect of power as the most generous of human instincts.

And if Positivism insists that Communism would dwarf and unman every side of human nature, by destroying the infinite sources of noblesse inherent in individual property, it asserts as strongly as Communism itself that individual property can no longer exist on its prevalent conditions. It insists that the use of property must again be made a religious duty—that capital arises from the combination of many efforts, and must in justice minister to the common wants. It would, by an education prolonged through life, teach the workmen of every grade to trust and aid the owner of capital, and the owner of capital to look on himself as the minister of a free community. It would train the rich to rely on their own resources, and compel them to use the full responsibility in so ordering the common industry that the fewest disasters and the least suffering befell the labouring community. Such is a picture of capital not extinguished, but moralised ; not cut in pieces, but raised to new functions ; not harassed by the fetters of law, but strong in the noble consciousness of a public office. Let capital, shrinking from the dress and the casualties of Positivism, think which of these two it will have. Communism is a not impossible future. Positivism is a not impossible future. The *status quo* is impossible. The alternative is Communism or Positivism.

PROPOSAL FOR A NATIONAL OPERA HOUSE IN ENGLAND.

(Globe, July 28.)

Now that the actors of the Comédie Française have taken their departure, and for the present at least, it is to be presumed, there will be no further question of a theatre for the National Drama, it may be worth while to consider if Music and the Drama could not be combined in a National Opera House. True that, as a matter of speculation, it has been tried and failed. But there were many reasons why it should fail under particular circumstances, and succeed under others. Supposing such an undertaking was started in connection with the Royal Academy of Music, not with a subvention from the State, for that we fear would be out of the question, but with a certain amount of assistance from private individuals interested in that noble art. If the money subscribed for the Hall of Science and Arts had been devoted to the establishment of an English Opera House, the shareholders might at least have had some hopes of a return for their money, and if they had failed, the satisfaction of knowing that it was not lost in a patriotic cause. We have called attention to the subject because it appears that since the Royal Academy of Music was founded in 1822, it has never had so many students as during the past year, or so many who have displayed such real talent. Then after the concluding concert of the season Mr. Gladstone was called on to present the prizes, Sir W. Sterndale Bennett had to explain that as the number of prizes had not been increased, each prize-taker was entitled to additional honours as there had been more competitors than usual. With such a conductor, who appears to have implanted some of his own enthusiasm in the breasts of his pupils, and the assistance of certainly *dilettanti*, we might hope to suppress the abominable vulgarities of the so-called music-halls, and rival the honours, if not the emoluments, of continental singers.

A STRANGE RECLUSE.

(Daily Telegraph.)

IN the report of the Commissioners in Lunacy just issued, an extraordinary case is mentioned in the list of lunatics found under illegal charge. It appears that the Commissioners, having learned that a gentleman reputed to be wealthy, and about 35 years of age, whom they designate as Mr. A——, was living for ten years in seclusion at the chief hotel in T——, made inquiry which showed that such a person actually existed, that the manager of the hotel alone had access to him, and that his acts were scarcely consistent with sanity. Very soon one of the medical members of the board, accompanied by the secretary, paid a visit to the hotel, and inquired for Mr. M——, the manager. This person was not forthcoming, and consequently, the doctor and his attendant made their way upstairs, and were going towards the apartments which they understood were occupied by Mr. A——, when they found the manager in an ante-room. Mr. M——, it seems, begged for delay ; but the doctor, pushing him aside, opened a door, and speedily found himself in an inner and perfectly dark room, whence came a voice like that of a man under the influence of drink, demanding repeatedly what was the matter. Lights were obtained, and the visitors then saw what was before them. From wall to wall the room was literally blocked up with a mass of furniture and rubbish, and in the midst of which emerged the head of a middle-aged and dark-bearded man. A single tortuous lane through this lumber led towards him, and the doctor had to pick his way over broken glass and crockery, bunches of candles, old clothes, parcels of stale biscuits, and other indescribable rubbish. No fire was in the grate, and, a curtain being drawn across the window, no daylight was visible. Behind a table, covered with bags of stuff, lay Mr. A—— on a small, broken-down, horse hair sofa, and was closely hemmed in on every side. He was cloped with a rug, but without any other clothing. His condition was filthy in the extreme ; his beard was upward of two feet long, the lower two-thirds being inextricably matted with filth and full of vermin His hair was even more matted and dirtier than the beard, especially on each side over the ears, being in this condition more than a foot in length. On his feet were some pieces of American cloth, under which was an admixture of filthy rags, paper, and rubbish, tied with numerous strings about his toes, feet, and ankles, the condition of which was extremely loathsome. The great toe nails were an inch and a half in length. The finger nails were also enormously long, and with the hands covered with dirt and grime. His legs, from being kept in one position, had became rigid, forming nearly a right angle with the thigh, and resisting an extension, although there appeared to be no swelling or tenderness. The face of this extraordinary person was pale and haggard ; but his body, though emitting a powerfully disagreeable odour, was fairly nourished. He had not washed for years, and, though abundance of clothes was lying about the room, he had made no effort to get them. With all these strange appearances, however, Mr. A—— appeared to be perfectly sane, and was able to give a rational account of himself and the reasons which had brought him there. In fact, his gentlemanly demeanour most strangely contrasted with the horrible condition he was in, and rendered the whole more painful. The doctor soon ascertained that Mr. A—— was possessed not only of large estates, but a life interest in upwards of £100,000 ; that some ten years ago he had gradually sunk into a nervous condition, which caused him so many fancy that people regarded him as a lunatic, and he resolved to shut himself up away from the world. Taking rooms at the hotel, he gradually became more determined in his resolve, and thus, having made arrangements with the manager, Mr. M——, to supply him with food, he changed his residence to the apartments where he was now discovered, and from that time had allowed no one to visit him. In this way he had existed for years, until the state of the room he was living in, and consequently of himself, was such that the doctor and others who visited the place professionally, express their astonishment that typhus fever had not been generated long ago. From what he said, he would gladly have left his place of seclusion some years since, and he was continually mourning the fact of his being shut out from the world, but the prevailing idea on his mind seemed to be that to accomplish this he must have some one to help him, and Mr. M—— appears to have offered him no assistance. Frequently when he heard people talking below his windows he had exclaimed, " Oh God ! when shall I be assisted out of this state and be able to mix again with the world." He seemed very anxious to know whether the doctor considered him out of his mind, saying that, although he was labouring under a delusion when he took up his residence at the hotel, he was now perfectly sane, quite disgusted with the state of affairs, and determined that if any attempt were made to show him insane he would spend his whole fortune to prove the contrary. He was very shortly afterwards removed in a cab to the neighbouring asylum, and there placed in a chair, in which he appeared unable to sit upright, but cowered down with his head bent over his knees, drawing at the same time a large piece of baize over him, concealing his features, which, when exposed, were nervously agitated. Upon his hair being cut, he begged earnestly that no one might be allowed to see it, or the old rags with which he had covered himself. He was afterwards placed in a bath, where he proceeded to cleanse himself vigorously, and then being put to bed some warm brandy and water was given him. Although he at first refused to take proper food, he gave way very soon to the advice of those under whose care he was placed, and expressed his great desire to aid in any means which might be adopted for endeavouring to restore the power and motion to his stiffened joints. Although at first his statements were somewhat incoherent, his powers of memory appeared remarkably good, and his conversation was, as a rule, marked by intelligence and shrewdness of no mean order. The only semblance to a delusion was the idea—frequently repeated precisely the same kind of thing occurred with, however, less serious results. The reason in both cases is probably that the rails had been out of repair, and that, some extra speed being put on at certain points, a very little inequality suffices to upset the train. On the 22nd, near Marlow-hill, the axle of a truck broke, and a number of carriages got off the rail ; while on the 27th the tire of the engine with the Scarborough express broke, and four carriages were dragged off the line, and some passengers were injured, though not seriously. It would appear very desirable that carriages and engines should have the date of their age branded on them, so that when an inquiry takes place evidence may be forthcoming to show whether they had been in use so long that decay and rottenness might have been reasonably expected in them.

The very serious and fatal accident near Sheffield on the 19th was due to a collision in consequence of a mistake by the signalman. That near Glasgow was also owing to wrong signals having been given ; and near Southport, on the 23rd, in crossing some points which had been left open by the engine-driver. Mr. Bass knows of instances in which one of these men had been on his engine twenty-nine hours and a half, and he has the numbers of twenty-nine trains in which the guards and drivers worked nearly twenty hours a day. Excursions through the summer had worked 120 hours per week, or about seventeen hours out of each twenty-four. Another engine-driver started from Gloucester at 6-5 A.M., went to Bristol, and back, and without any rest to Gloucester without relief—sixteen hours and thirty-five minutes' continuous responsible duty—

What's done we partly may compute,
But know not what's prevented.

We do indeed know when accidents occur, but of the many hairbreadth escapes of trains driven by weary, sleepy engineers, and directed by signalmen at the last point for want of sleep and rest, we never shall have even an approximate idea. We may safely guess their number to be very considerable. Considerable damages were recently awarded as compensation for injuries sustained in the Brockley Whins accident, on the North Eastern line, last year, which arose from a mistake in the signals. It is asserted that Mr. Bass has obtained £3,000 to £4,000 per annum compensation for accidents, a sum, which, properly laid out, would in all probability prevent the possibility of any accident occurring at all. It will be the obvious duty of all jurymen in future, whether inquiring inquests or sitting as Peers on civil causes arising from railway accidents, to ascertain the number of hours during which the servants directly responsible in any casualty have been or are accustomed to be on duty, whether as engine-drivers, guards, or pointsmen.

One remark in conclusion. We have in these columns repeatedly described the system and constitution of excursion trains and expressed our opinion pretty freely thereon ; we shall not therefore be the least surprised to find it stated at the meeting to which we referred that it is by no means an uncommon thing for porters to be entrusted with the driving of excursion trains—with what result to the excursionists' necks now requires enlightening in public pretty frequently. Correspondence with the Board of Trade in such cases is rightly regarded by all who have tried it to be worse than useless. From a Board that not only habitually disregards the reports of its own officers, but snubs them for doing their duty, hardly anything else can be expected.

POLITICAL ASPECTS OF THE RECENT NEW YORK RIOT.

(New York Times, July 16.)

AS ONE who has come in contact with the people, of whatever class, during the last three days, must have been convinced that the events of the past week in this city have produced an impression on the public mind that will not be permitted to die away without some kind of action, in the immediate future, with reference thereto. Prone as the people of this cosmopolitan city are to forget to-day what was done yesterday, and to consign to oblivion in only a nine days' wonder the most startling events that can transpire before their eyes, yet the occurrences of Wednesday last, with the facts and circumstances attending them, have, for once, taken a deeper and more permanent hold on the community, and one that will not be relaxed until it has been productive of results. What those results shall be, and in the mode in which they shall be brought about, are the questions that exercise the mind of every intelligent and law-abiding citizen of New York. That the action to be taken ought to, and must of necessity, be more or less of a political character is admitted by all ; for in a Government based on universal suffrage, this is the only legal and practicable way in which wrongs of a public nature can be righted.

We have received numerous communications suggesting the means best calculated to meet the emergency. One class thinks a native American party should be organized for the express purpose of taking the control of foreigners, who for the most part fill our public offices. Another thinks that an anti-Irish Catholic party should be formed—the suggestion arising doubtless from the fact that our latest troubles have mainly grown out of the intolerance and lawlessness of Irishmen and Catholics. But neither of these suggestions, if carried out, would be likely to secure the result sought for, and, what is of still greater consequence, they would not be just in themselves. It is true that native-born Americans ought to have more voice in the control of our city government than they have had during the last twenty years, but it is equally true that a very large proportion of our foreign-born population are as truly and thoroughly American in feeling and sentiment as natives of the soil, and are equally desirous of securing a capable, efficient, honest, and economical municipal government. It is also true that there are very many men of the Roman Catholic faith who are utterly opposed to the intolerance and lawlessness which so often manifest themselves among the ignorant masses who profess the same faith. What the respectable, and law-abiding people of this city need is a combination among themselves, without distinction of nationality, creed or colour, to put down the political demagogues, both native and foreign, who have elevated themselves to power by catering to the ignorant and criminal element of our population, and by encouraging their lawlessness and intolerance, and who care nothing for the good name, welfare, and prosperity of the city, or the well-being of its citizens, so long as they can retain their places, and continue to enrich themselves by plundering the city treasury. The stigma that has long been brought on the metropolis during the past week, with its attendant misery and suffering, is the result of nothing else but a determination on the part of the present rulers to retain, at all hazards, the political support of this lawless element. Circumstances occurring since the riot show that they are even ready to repudiate and throw overboard their own Governor and prospective candidate for the Presidency, rather than incur the opposition of the lowest class of our Irish population. Now, what Americans, and Germans, and all others who wish for law and order and good government should do is to detach these corrupt demagogues that there are other people who have votes, and whose good opinion is worth cultivating, besides the lowest dregs of our population. The overwhelming evidence of fraud, corruption, and official rascality that has been brought home to the men who now rule this city ought long ago to have aroused our citizens to combine together and hurl them from power, independent of their known affiliation with the "dangerous classes" who engaged in the late riot.

THE AMERICAN LUCREZIA BORGIA.

A WOMAN WHO HAS MURDERED THREE HUSBANDS AND EIGHT CHILDREN.

(FROM THE "SCOTSMAN'S" CORRESPONDENT.)

NEW YORK, July 3.

THE shadows of Lucrezia Borgia, Brinvilliers, and Mother Toffana have not passed from amongst us. We have here a woman—no ; that name cannot be used—we have a female fiend who has done that which Borgia or Brinvilliers never dreamt of doing—murdered her own children without object or apparent cause beyond the pleasure of doing so. When I say that, in addition to poisoning her own children, six in number, she removed out of existence two of her step-children and her three husbands, I think I will be entitled to credit for your readers sufficiently to make the recital of the terrible story of her career capable of perusal. This story, gathered partly from her own lips, and partly from the officials who tracked out her crimes and arrested her at last, I give to you as I got it, without addition or alteration. This manifold murderess, whose maiden name was Lydia Danbury, was born at Burlington, New Jersey, and is somewhat over forty years of age. Her mother died when she was one year old, and her father went to live at Trenton, a neighbouring town. She remained with him until he remarried, and then took up her abode with an aunt in the village of New Brunswick. She was then seventeen years old, and a policeman, named Edward Struck, of the New York force, saw and married her. He was a widower with two children, which were then placed under guardians. To that arrangement they owe their existence to-day. For seven years Mr. and Mrs. Struck led an apparently happy life, and six children bore their name. Then the terrible deeds of the modern Borgia were begun. Her husband was taken sick and died suddenly.

The attending doctor did not know what was the matter, but people said the symptoms were those of poison. She said Struck took the wrong medicine. Struck was buried. In less than two years from that time, three of the six children died, of what disease no one could say ; but this only was known, that they died suddenly. For two years, the widow Struck lived as a seamstress and nurse, and obtained employment in a Canal Street store, where a Mr. Curtis engaged her to live with his mother at Stratford, Fairfield county, nine miles from No. 1, Conn., where she now is under arrest. There she became acquainted with her second husband, a man named Hurlburt, who lived at Huntingtons, and was reputed wealthy. He was a farmer and fisherman. They lived apparently happy, she running to meet him and kissing him on his return from work every evening. About a month after the marriage Hurlburt died, afterwards the town physician was called to attend him. The doctor found him with acute pains in the head and stomach, and in a violent fever. He sent for consulting physicians, but before their arrival "Old Hurlburt" was dead. He left the widow Hurlburt dirs. 10,000 in money, and a considerable real estate. The doctors thought the symptoms were those of arsenical poisoning, but said nothing. If they had, three other lives would have been saved. Nelson H. Shearman was a skilled mechanic of the greatest talent, and so popular was he in Derby, that the citizens of the town frequently elected him to fill important public offices. A year and a half ago his wife died, leaving him four children—a son, Nelson, aged seventeen ; a daughter, Addie, aged fourteen ; a boy, Nattie, four years ; and an infant, five months old. The widow was still living in "Old Hurlburt's" farmhouse, which was quite a summer resort for fishing and pleasure parties. One until it has been productive of results. What those results shall be, and in the mode in which they shall be brought about, are the questions that exercise the mind of every intelligent and law-abiding citizen of New York. That the action to be taken ought to, and must of necessity, be more or less of a political character is admitted by all ; for in a Government based on universal suffrage, this is the only legal and practicable way in which wrongs of a public nature can be righted.

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